VOL. CCXXIV, No. 2923
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APRIL 7, 1956

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Tremendous interest, with many postcards, was caused by our descriptions of SCHWEPPSHIRE and SCHWEPPSYLVANIA, which showed respectively England and the United States, only more so. In response to many requests to demonstrate the more so of Europe, we offer you this New Approach to an Old Continent

There are conventional guide books to this region: but appearances are disschwepptive. There have been vast inroads, huge metamorphoses, and lots of bits altered. Almost imperschwepptibly the new is grafted onto the old.

While, of course, we try to be tremendously light in tone, our deeper aim is to instruct, to show you each country in perschwepptive—the art of Florence and Etruria preserved for the laurel-wreathed bicyclist and the heroes of the carburettor, the bold watch-makers of the Alpine Swiss, the left-bank inconsequence of French civil servants and family men, the patriotism, and pride in their historical heritage, of Greek absentee men of Big Business.

More simply, we hope to show you how, beneath the familiar characteristics individual to individual nations, is an underlying similarity, complementary yet necessarily counter, an equally deep-rooted conjunction of contrasted identities, linked by a sameness of opposites.

Written by Stephen Potter, designed by George Him.

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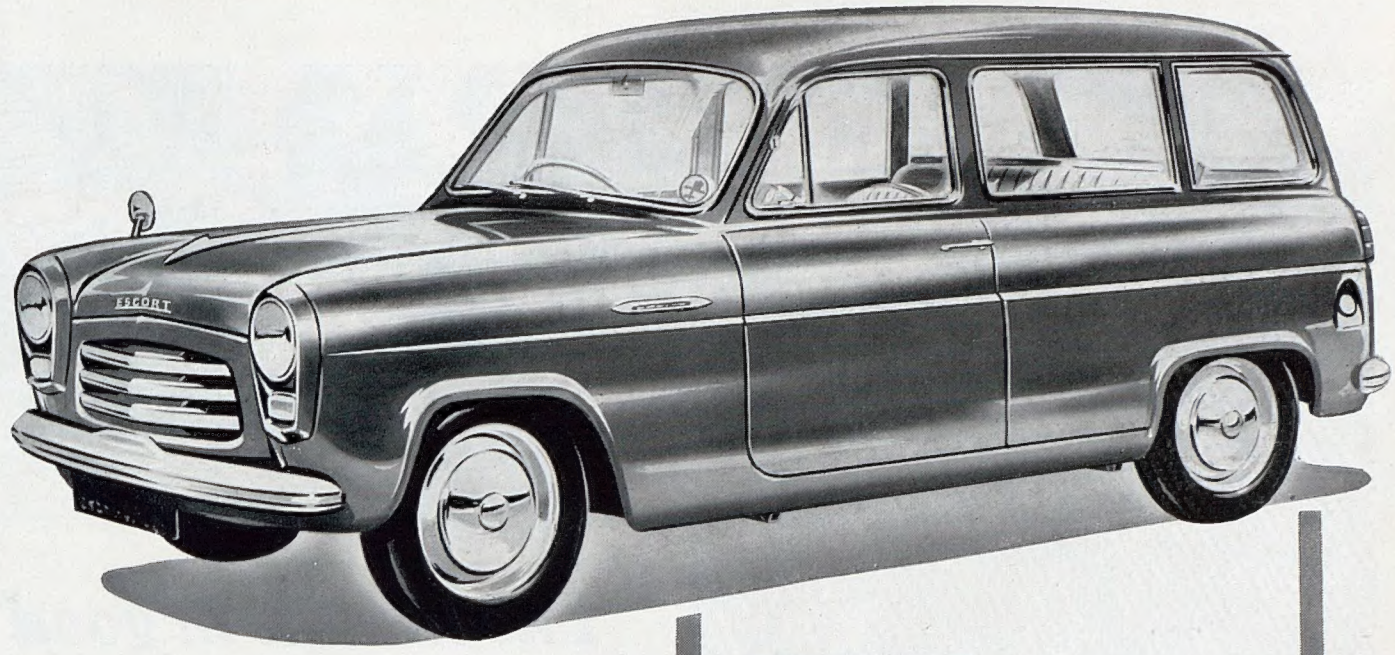

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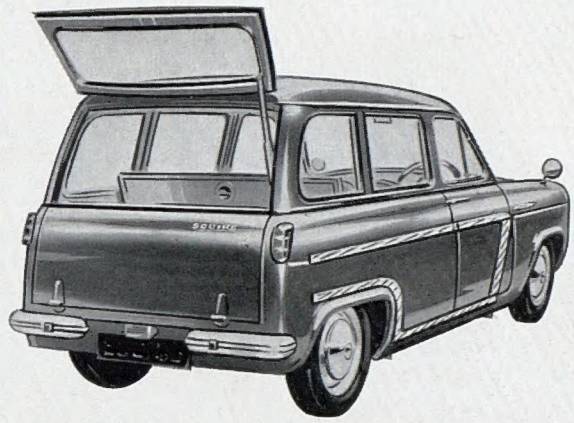

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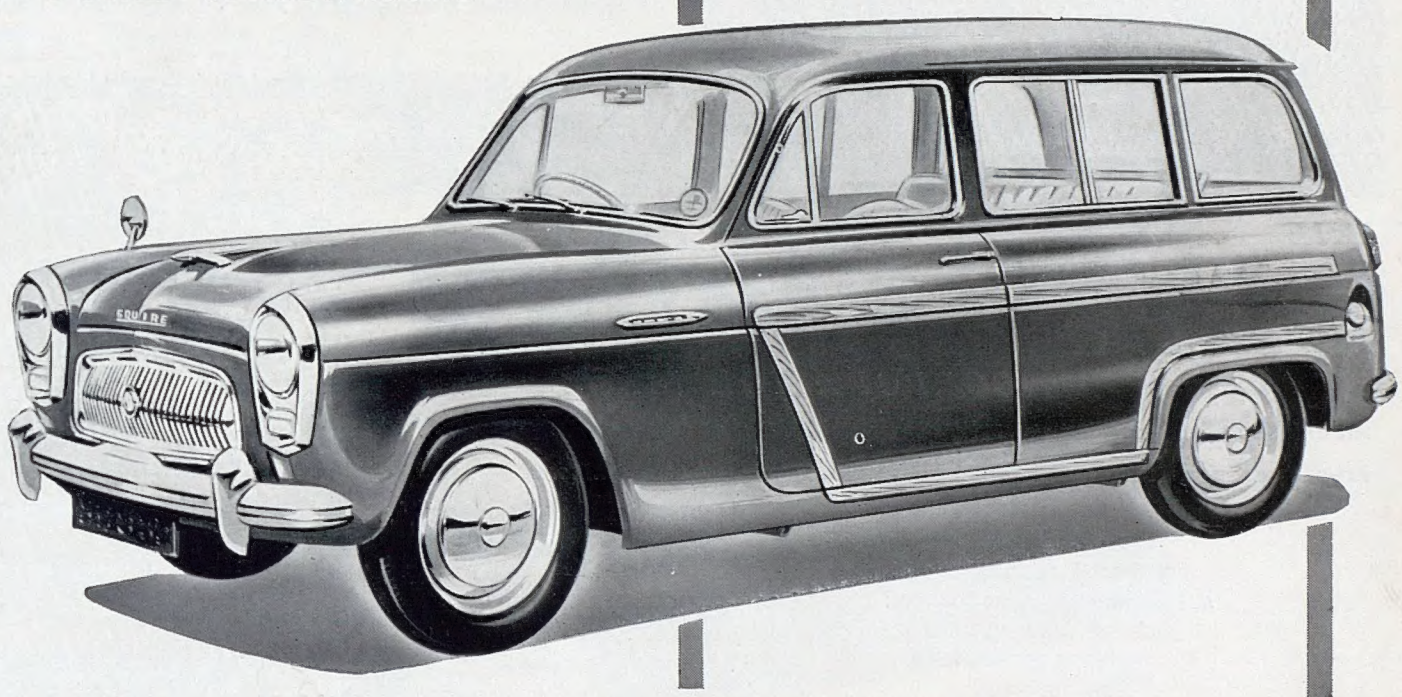

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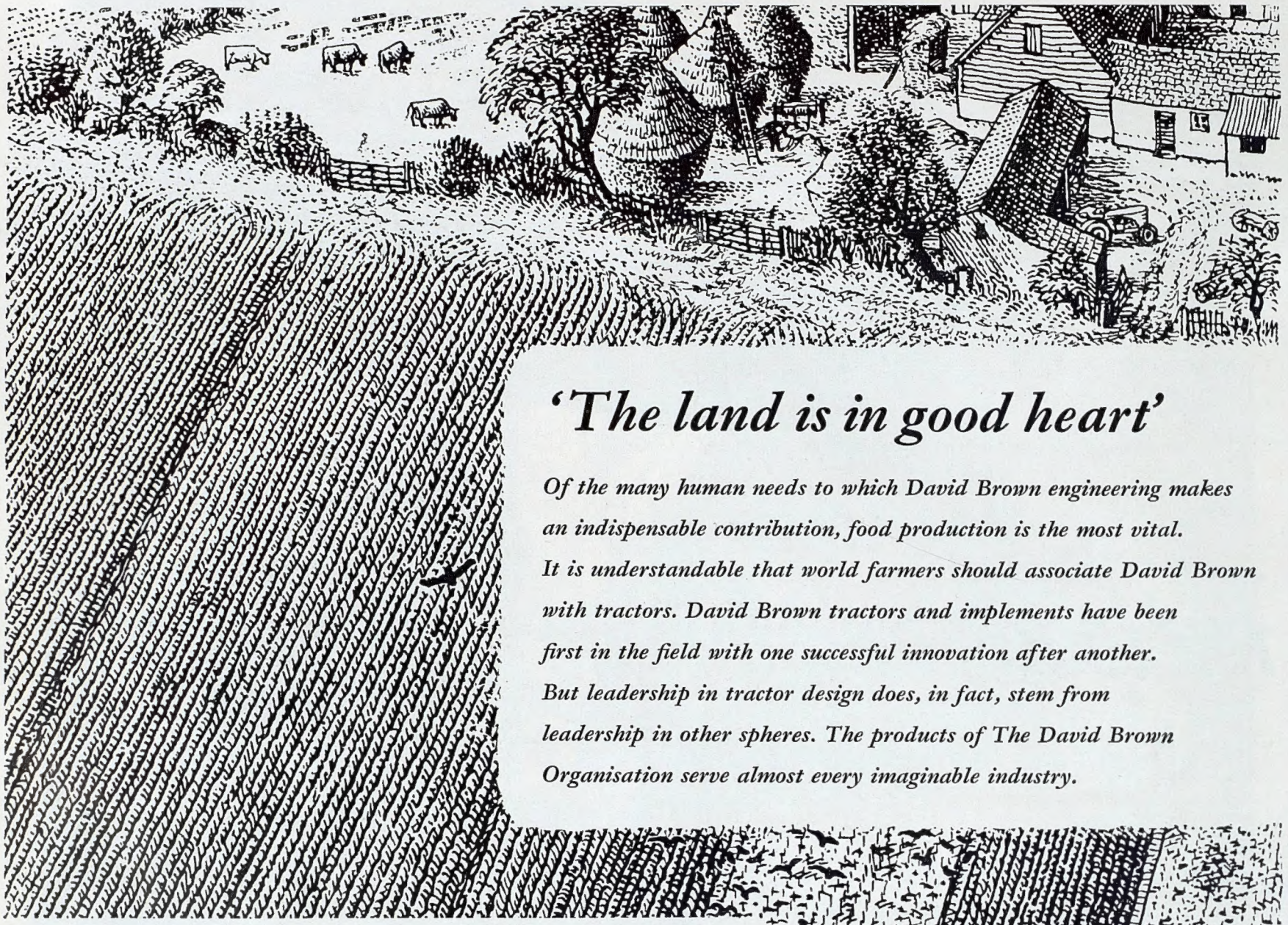

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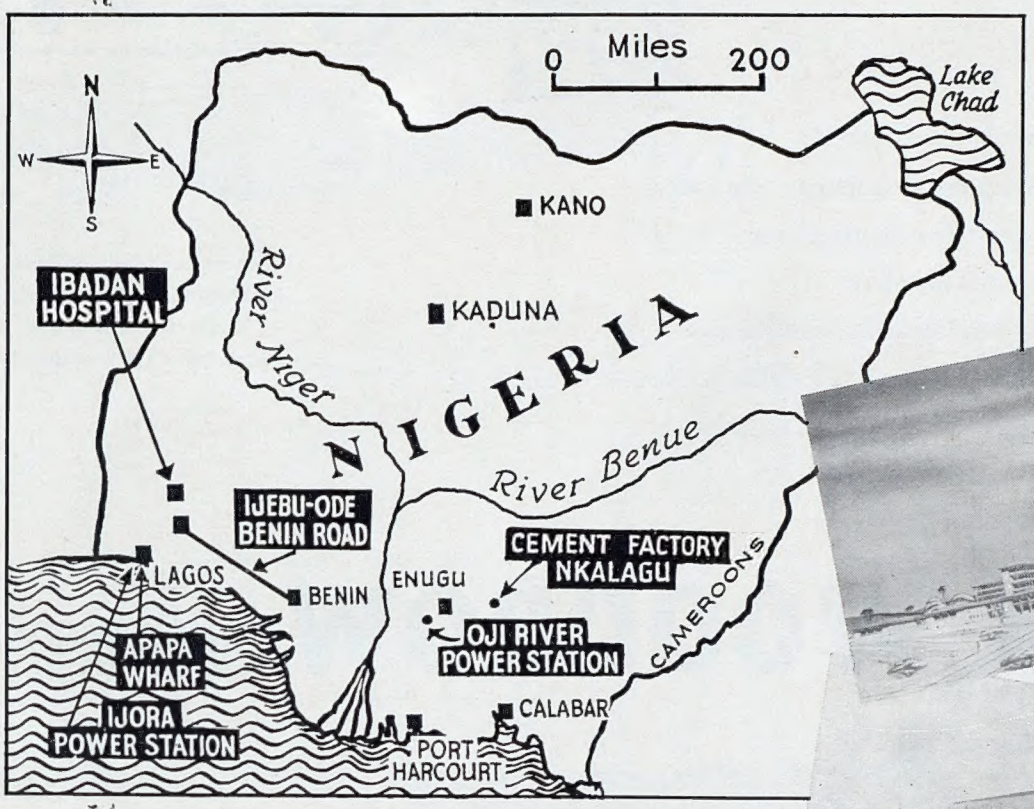
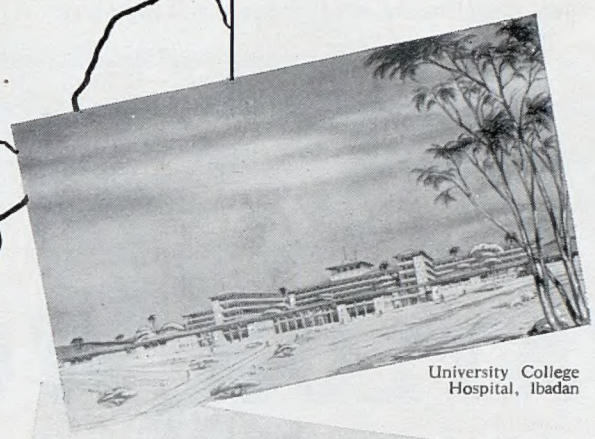
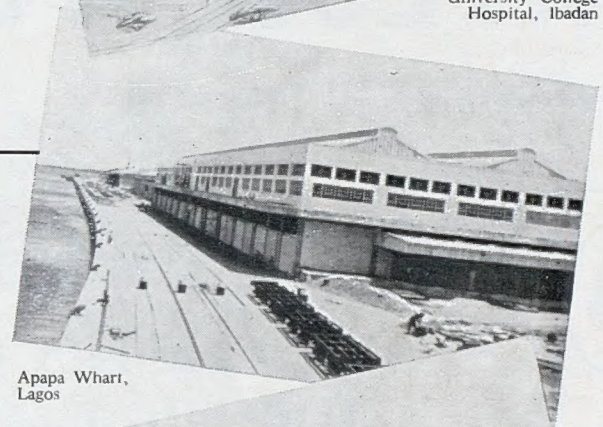
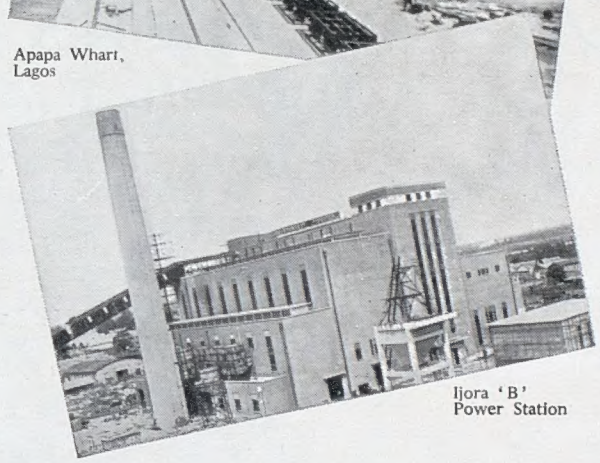



University College Hospital, Ibadan


Apapa Wharf, Lagos


Ijora 'B' Power Station

Pictured here and indicated on the accompanying map are some of the important projects in the development of Nigeria, which have been the proud responsibility of Richard Costain Limited and their associated overseas Companies.

Messrs. Coode & Partners are the Consulting Civil Engineers for Apapa Wharf, Ijora 'B' Power Station and Oji River Power Station. University College Hospital, Ibadan, is being built for the Federal Public Works Department, for whom Messrs. Watkins, Gray, FF.R.I.B.A., & Partners are the Consulting Architects and Messrs. Ove Arup & Partners, the Structural Consultants. The Nkalagu Cement Factory is being constructed in association with Messrs. Tileman & Co., Ltd., and the Consulting Engineers are Messrs. F. L. Smidth & Co., Ltd.

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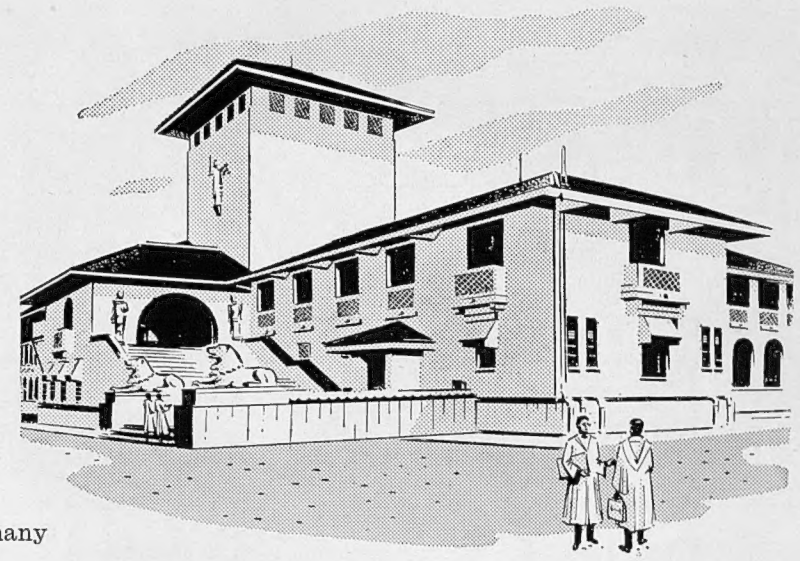
MIDDLE EAST NIGERIA RHODESIA CANADA

Taylor Woodrow in Nigeria . . .



The new Law Courts of Nigeria constructed for The Nigerian Public Works Department by Taylor Woodrow (West Africa) Ltd. ARCHITECTS : J. F. WATKINS AND PARTNERS

The firm of Taylor Woodrow is contributing towards the great future of Nigeria. This world-wide company has many projects in progress including harbour extensions, power stations, aerodromes, oil refineries and pipe-lines, railroads, office buildings, housing developments, schools, stores, warehouses and factories—major contributions to expansion and development throughout the free world today. Taylor Woodrow continues to build for the future.

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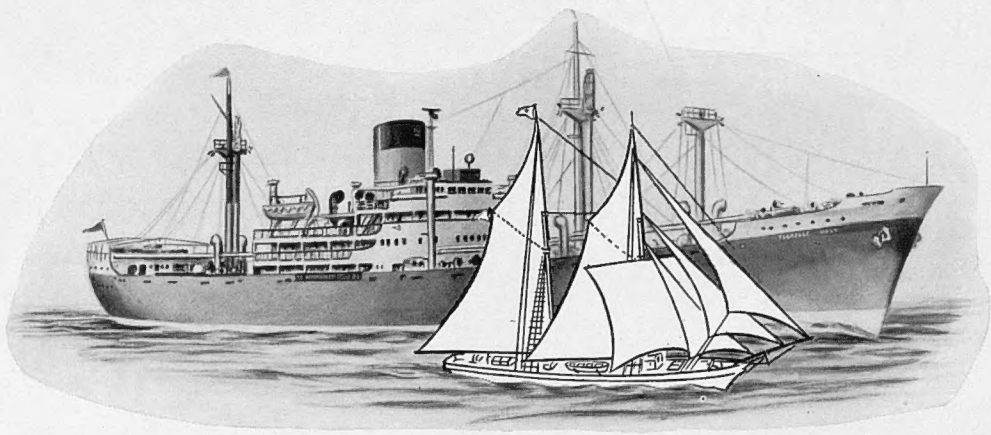
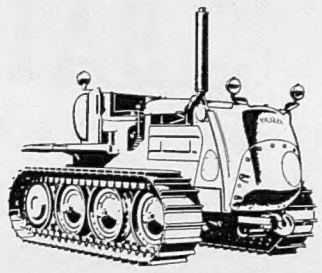
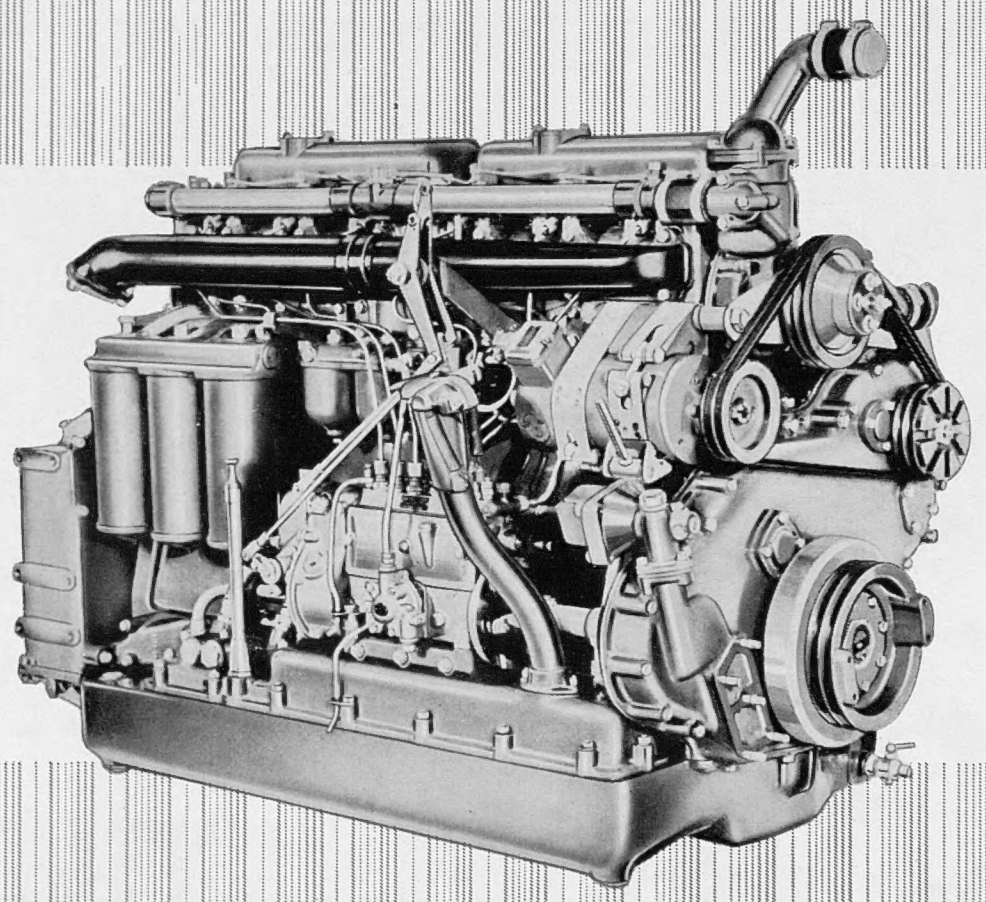


The Guinea Gulf Line Ltd.

INDIA BUILDINGS · LIVERPOOL 2





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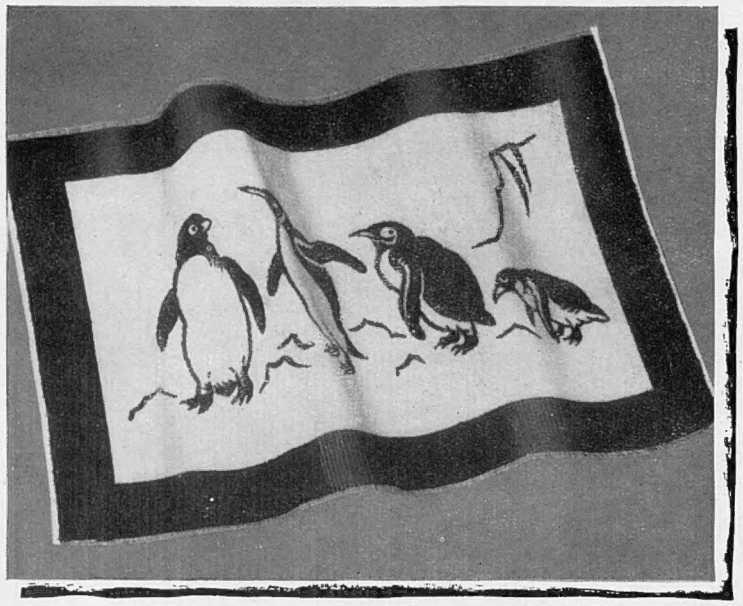

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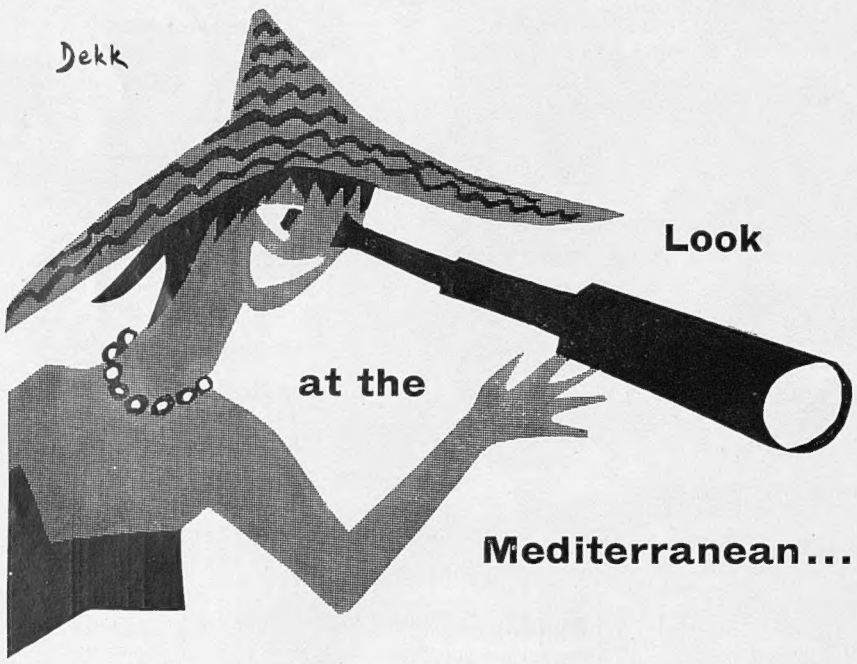
Further information from your TRAVEL AGENT; the Swiss National Tourist Office, 458 Strand, London WC2, or the Union Valaisanne du Tourisme, Sion, Valais, Switzerland.



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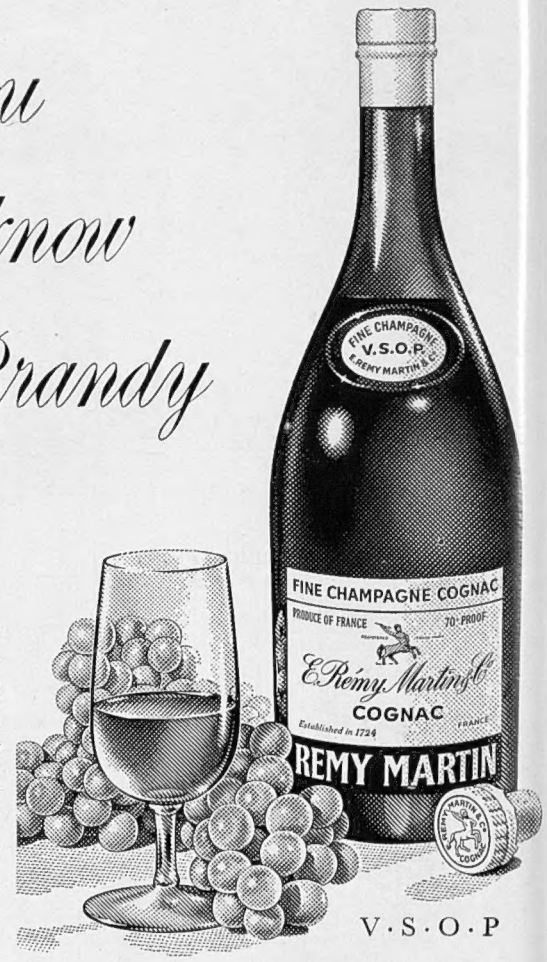

The best brandy comes from Cognac. The finest Cognac comes from the Grande and Petite Champagne districts in the centre of Cognac. *All* Remy Martin Cognac is made from grapes grown *exclusively* in these two areas. That is why people ask for Remy Martin and are never disappointed.

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IJORA "B"

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The 180-foot high chimney of the Ijora "B" Power Station is typical of the many specialised contracts secured by Tileman & Company, all over the world.

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Why not join them for a spell in this lovely country? The mode of life, the comfort, the food is pretty much the same as at home. The contrast is in the new unusual things you can do and see—the exciting game reserves, the mines, the fashionable resorts, the amazing scenery and a host of other enthralling pursuits.

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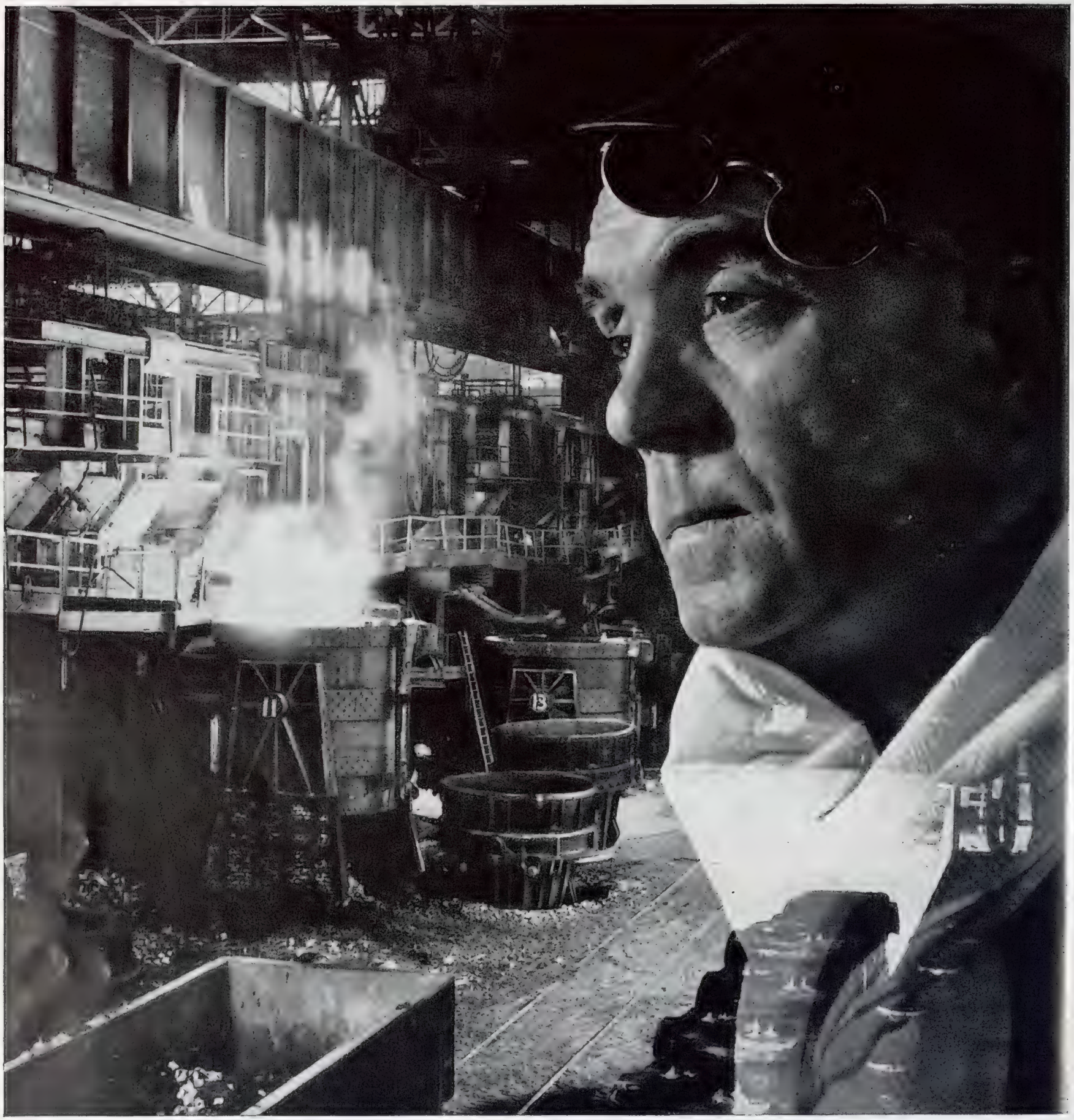

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Men like him keep the steel flowing. It goes out across the whole world. As cars, tractors, tin-plate and household appliances.

As the world's demand grows, British steelmakers increase their efforts to turn out steel of the quality and quantity needed. Behind these increased efforts are men of the calibre of Leonard Sage.

British steel leads the world

S.103.

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WPC3

Volume CCXXIV No. 2923

The SPHERE, London, April 7, 1956

The SPHERE

with which is incorporated THE GRAPHIC

THE QUEEN MOTHER TRAVELS BY A ROYAL NAVAL HELICOPTER—SHE IS ABOUT TO LEAVE THE FLIGHT-DECK OF H.M.S. "ARK ROYAL" AFTER VISITING THE AIRCRAFT-CARRIER AT PORTSMOUTH: Her Majesty flew from the aircraft-carrier to the grounds of Buckingham Palace. Her journey to Portsmouth had also been made by helicopter, but the machine landed in the grounds of H.M.S. *Vernon*, a shore establishment. The Queen Mother then continued her journey by road.

The Queen Mother's journey last week to Portsmouth to visit the aircraft-carrier *Ark Royal* was made in a Whirlwind helicopter of the Royal Navy. The machine took off from the grounds of Buckingham Palace and flew to H.M.S. *Vernon*, where Her Majesty was welcomed by the C.-in-C. Portsmouth, Admiral of the Fleet Sir George Creasy, and the Lord Mayor of Portsmouth, Councillor G. A. Day. The short journey was then made to the 36,800-ton carrier which, like all the other warships in the harbour, was dressed overall for the occasion. After being welcomed by the captain of the ship, Captain D. R. F. Cambell, the Queen Mother inspected a guard of honour formed by the Royal Marines. This was followed by a march-past of the ship's company which lasted fifteen minutes. After luncheon in the Admiral's quarters the Queen Mother saw a film of her arrival on board the carrier which had been taken by the ship's photographers. This was also seen in other parts of the ship by means of the carrier's television diffusion system. As Her Majesty left the flight-deck to return to London she was cheered by the ship's company.

Postage—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3½d.

A HOSTEL FOR DEAF YOUTHS

THE DUKE OF EDINBURGH OPENS THE ST. NICHOLAS HOSTEL FOR DEAF YOUTHS AT FORTY LANE, WEMBLEY : He is seen unveiling a plaque to commemorate the opening. The hostel, provided by the National Institute for the Deaf, will be a home for sixteen youths. The Duke said that he admired the work of the National Institute, but that he admired "still more the fortitude and courage of those that it sets out to help." His message was interpreted to the boys by the hostel superintendent, Mr. J. A. Grant.

NEW X-RAY DEPARTMENT

THE DUCHESS OF GLOUCESTER OPERATES THE CONTROLS OF A NEW LONDON X-RAY DEPARTMENT : She is operating the control to X-ray the hand of Captain Oliver Bird, M.C., during her tour of the new Department of the Charterhouse Rheumatism Clinic in Weymouth Street, W.1, which she had just opened. Captain Bird has met the cost of the newly installed X-ray apparatus at the clinic. The Duchess of Gloucester is the President of the Clinic.

OFF TO THE HIMALAYA

TWO OF A PARTY OF FOUR WOMEN LEAVE ENGLAND BY CAR FOR INDIA EN ROUTE TO THE HIMALAYA : Mrs. P. Dunsheath, (left), of Abinger Hammer, Surrey, and Miss Hilda Reid, a London nurse, are studying a map of the route at Dover before boarding the car ferry to Boulogne. The party of four women from Britain are planning to survey and explore several of the peaks of the Himalaya Mountains.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

195–198, STRAND, W.C.2.

Enforced Holiday.—It is perhaps better to have notice before a holiday. It enables plans to be made. The printers' trouble gave me a busman's holiday ; but the bus was stationary. Looking back on those blank weeks, I found consolation. There was little to cheer in the news and not a little to bring a sense of humiliation. For instance, the Glubb affair and the umpire-ragging incident, if I may unbury a couple of dry bones for examples. I was rather glad to be spared research into the rights and wrongs of these matters because, whatever the results of my investigations, I could not have concealed my feelings as an Englishman. We seem indeed as a nation in matters large and small to be passing through a phase of humiliation. We are so constantly kicked in the pants and so acute has become our deficiency complex that we offer "the left cheek also" almost sooner and more humbly than we need. The M.C.C. ragging incident was deplorable and the M.C.C. was right to make a handsome apology as soon as possible. It was mere chance that its president happens to be a field-marshal known to history. I can't pretend that to-day I think we are as a nation going through our "finest hours." I think we need a stimulus of another sort from a stronger man and a better friend than the old Harrovian, Hussein, and at the moment I can't see that strong man in our own public life. For a start, I wonder whether it would not be a GOOD THING if our Ministers temporarily suspended their overseas trips and got down to business in their own Whitehall departments. There is something a little lacking in dignity in our constant pursuit of the unattainable ; it is true that nowadays we can't send a "gunboat" when a small nation insults us, but I am not sure that a responsible British Minister with an olive branch is always a good substitute. It suggests undignified panic and encourages the breed of Nassers.

"Full of High Hope."—My busman's holiday has enabled me to do a little quiet thinking and to turn back the pages of history since Sir Winston handed over to Sir Anthony. Much has happened since. Fate ordained that in almost every sphere of Government activity deterioration set in, and situations arose which the least optimistic and the most clear-sighted of Ministers could not be expected to anticipate and provide against. Turning back the pages, there emerge clear signs that at the time of the transfer of power the new Premier and the key men in the chief offices (who have swopped portfolios but, for the most part, still remain in office) were indeed confident and reasonably optimistic of improving our economic position at home and of straightening out some of the tangles in the Middle East and reducing tension in the Cold War. They based their optimism about international affairs on the new spirit of Geneva I, which was still potent. In the domestic sphere, they clearly believed that the doctor's mandate given to Mr. Butler reinforced with Ministerial pep-talks on restraint and conferences with T.U.C. and employers, would have an early and marked effect in curbing inflation and restoring the value of sterling. But the situation deteriorated in every direction and has never halted its decline. It is (or so it seems to me) an episode in our political history which future historians must all take note of and record as a rare example of a British Government's self-deception and its swift consequences, although I think all fair-minded historians must stress the contribution of chance (or bad luck) in shattering the confidence which Sir Anthony brought to his task. Labour would have done no better. The revival of Liberalism suggests indeed the nation's loss of faith in the chief parties. Who, indeed, could have foreseen so swift and calamitous a decline in British prestige in the Middle East, so obstinate a refusal by the nation and workers at home to realise the mortal economic dangers which beset us ? The concessions won by the workers in vital industry in the last few months have presented to the Government an entirely new problem to be solved, if we are to be saved, and must almost have convinced the Premier and Chancellor that nothing *can* save us but to wait for the working-out of the first and last lesson in simple economics, which is expressed in nursery proverbs : "You can't eat your cake and have it," "You risk a nasty fall if you saw off the branch you sit on." But these reflections are worlds away from the restrained optimism under which Eden and Butler entered the arena.

Nero's Fiddle.—For my part, I see no reason to modify the sombre view, which I have sometimes expressed, that the post-war years at an increasing pace have rotted our national character and made us all mad together in the face of a mortal danger. I still believe that there is great good in us and that we are capable of saving ourselves from the more complete rot which has attacked one or two other nations, but that it can only be done by a united effort more complete, far-reaching and radical than is at present appreciated save by a very few. It is an effort of rededication which must embrace every citizen and include reformation in every field of life and thought, in his theory and practice, in his moral and business and day-to-day standards. He has to regain his senses. His sense of duty to God and man, his sense of honour and patriotism, his sense of the dignity and responsibility of labour, and of the responsibility of parentage and citizenship ; above all, and mostly at the top, his sense of courage and dignity. We have undoubtedly suffered a political and diplomatic decline, and the latest efforts of the Government and Parliament to grapple with our now very dangerous economic decline do nothing to alter my grave view. They suggest to me the mixture as before, the old, old futile compromise, the fiddling and the patchwork. The latest White Paper is clear and sensible. It even admits that the Government has the sole responsibility for pegging prices, but clearly it still believes in the power of exhortations to national restraint, to which the T.U.C. cannot see its way to subscribe and the general public is in no position to respond. The public has no right to cast the stone at lack of courage in leadership. Most of us lack courage. All of us prefer the easy way, all of us turn our eyes from the dangers and duty before us and refuse to grasp the nettles. If we could reject this attitude, our salvation might not be difficult

PRESERVING A "REGENCY SHOPPING STREET"

EIGHT HOUSES IN WOBURN WALK, ST. PANCRAS, LONDON, ARE TO BE PRESERVED : On the recommendation of the Historic Buildings Council, the Ministry of Works are making two grants to St. Pancras Borough Council for the purchase and preservation of Nos. 4-18, Woburn Walk. This group of eight houses was designed and built by Thomas Cubitt in 1822 as a shopping precinct, with shops on the ground floor and dwelling houses above. The Walk has been described as "the best example in London of a Regency shopping street." The grants are in respect of the houses on the south side of Woburn Walk only. St. Pancras Borough Council are to buy the eight houses from the present owners, the Bedford Estates, who had applied for permission to demolish the buildings

It's Up to Every One.—And what of you and me ? We often denounce as base or hateful the triviality and vileness of many features of the papers we read. We declare it a scandal and we continue to read and support those who thus cash in on triviality and sensationalism. We haven't the courage, we haven't even the will, to fight these false standards and values. Apathy, called toleration, has taken the place of courage and principles. We find no great principle worth fighting for. Our sapped and declining energy is taken up entirely in the struggle to snatch a little more from the vanishing national wealth, each for himself. If we are to be saved, where must the last stand and the new offensive be made and launched ? Only twice since 1913 have dangers, accepted as mortal because mortal in a physical sense, united nation and parties. The spiritual and economic dangers, no less mortal, have never done so, and in the last decade have induced in Parliament and Government no more than patchwork and fiddling, and in the nation, sunk in apathy, no more than doctrinaire and feeble criticism and complaint on purely personal aspects of our plight. Are we worth saving ? Surely, for there is great good in us. Every year, those famous fixtures—the Grand National and the Boat Race—convince me that the hard conditions of manliness summed up in Kipling's "If" are as firmly accepted in our race as ever they were.

Bulge and Crush.—I shall not queue nor rubberneck in the Mall to catch a sight of Bulge and Crush when they drive in State acknowledging the tremendous welcome of Londoners ; and, when their visit ends and the communiqué of "business done," (avenues explored, "warm accord," close agreement

TO OUR READERS

THE last issue of The Sphere *to be published was that of February* 11. *During the intervening seven weeks, owing to a dispute in the printing industry, it has not been possible to produce this journal.*

A few days ago, however, the printers involved in the dispute returned to work pending negotiations between employers and unions. It is hoped that issues of The Sphere *will now reach our readers at normal times.*

The Editor.

on many important international problems) is put out, I shall not give it the authority of Holy Writ, even if we read of promises to look into the question of refunding pre-revolution expropriations. There was, it is true, only one apt moment to cancel the visit; that was at the time of the "colonialism" philippics in India. That opportunity was not taken and none so good has since offered. To-day most people agree that the social side of this long-arranged fixture should be faithfully carried out, even if the "high-level" talks are unlikely to bear permanent fruit. The record of these Russians does not suggest that their word is their bond. It suggests rather that if Londoners are (which they are *not*) what Londoners were in Victorian days, these Russians would get the sort of reception which Whitbread's brewers accorded to General "Ayena." But appeasement is the rule to-day and the Londoner has time to spare from thoughts of his own pocket only for the latest peep-show. So Bulge and Crush will get a splendid welcome and find themselves heroes, and will talk pretty, as social successes do; and the minority which neither waves nor cheers will keep its private thoughts to itself, shake no fists and sling no grenades. But perhaps, musing on these matters, it will wonder what has happened to the British character in two generations and what has snuffed out the last flicker of Palmerstonian guts and pride of race in Conservative Governments; and whether appeasement and abasement are really the best substitutes for the "bad old" Victorian independence and courage, revealed alike by individuals and Governments. For when the other day Sir Anthony made that curious remark: "We will never abrogate our influence in world affairs," it seemed to some of us (who have known better days) that he was locking the stable door with a toy padlock after the horses had been stolen. But I am told the N.A.T.O. countries are much more concerned with our economic humiliation than with any loss of our authority in world affairs.

"Pour Encourager. . . ."—One more "lost paragraph" I must record, for it interested me as a magistrate and a motorist. Some weeks ago Dorking Bench, acting strictly on the evidence, dismissed a summons against a young motorist for driving without proper control of his car. A patrol policeman testified that he followed the driver's car for 1½ miles on the Dorking–Reigate road at night. The car reached a speed of 63 m.p.h. and passed eight other cars. The driver had one hand on the wheel, the other (like Lord Ullin's daughter's) was round the waist of his companion, whose head rested on his shoulder. The patrol admitted that the car was driven quite well. The defence submitted (and the Bench accepted) that there is no law requiring a driver to use two hands on the wheel. If there were, it would prevent one-armed men from driving. The Bench dismissed the case on the ground that no evidence had been adduced that the driver's having one arm round his passenger's waist had caused him to drive badly. The beak didn't even say "not guilty, but don't do it again." And since that decision, another Bench has followed this legal precedent. So, amorous swains, you are within your rights just so long as you can keep one hand on the wheel and a section of your mind cool.

Hypocrisy and all That.—It is difficult to defend the head of a Christian church whose palace is a dumping ground for death-dealing weapons and printed incitations to murder and sabotage. It is not much less difficult to defend a Government which constantly urges the nation's need to save money and, at the same time, turns its eyes from the national mania for gambling and its glittering prizes from pools, and gambling on dogs and horses, which entails annually the squandering of astronomic millions which might, if saved, turn the tide of our economic downfall. The fact that the glittering prizes are distant prospects and highly elusive does not weaken the argument that this shocking social evil (about which the Government does no more than demand a reasonable rake-off for the Exchequer) is as great an enemy to saving as it is to our national character. This Government's claims that it will not hesitate to impose unpopular measures if the need arises, are constantly repeated. But apparently it draws the line at tampering with the people's circuses, if not with their bread. We may gamble away on dogs and horses all the money we ought to save, but a lottery to encourage saving is not to be thought of by a respectable nation—which must perish if it does not save. But (to be fair) let us remember that lottery savings-bonds or certificates must raise the necessary money for the prizes, and in the end only you and I can find that money.

The Old Stager

THE ROYAL ACADEMY'S "SELECTION COMMITTEE"

PREPARING FOR THE ROYAL ACADEMY'S SUMMER EXHIBITION AT BURLINGTON HOUSE, LONDON: In a bare gallery, the President of the Royal Academy and Academicians view one of the works submitted for the Summer Exhibition. From left to right are Humphrey Brooke (Secretary, Royal Academy), William Dring, Rodrigo Moynihan, Edward Bawden, Gilbert Ledward, David McFall, Sir Edward Maufe, Henry Rushbury, Sir Albert Richardson (President, Royal Academy), James Fitton and A. K. Lawrence. The Committee are spending three weeks choosing 1,500 paintings from the 11,000 submitted. The Summer Exhibition opens at Burlington House on May 5.

18TH-CENTURY CONTINENTAL ART AT THE VICTORIA AND ALBERT MUSEUM

THE NEWLY-ARRANGED GALLERY AT THE V. AND A.: Containing Eighteenth-Century Continental Art, it is the last to be completed of a whole series of galleries dedicated to the idea of collecting together, in historical order, a choice of all that is best from each department of the Museum. The visitor is now able to walk through an uninterrupted sequence of rooms illustrating the history of the arts in Europe from early Christian times to the beginning of the last century. Prominent among the exhibits of the newly-opened gallery are two fine panelled rooms illustrating the architecture of the period as applied to interiors. One is the boudoir of Madame de Serilly, decorated in c 1780 by Simon de la Rottière, a painter and carver.

On left—

ON SHOW FOR THE FIRST TIME SINCE THE WAR: "Sleeping Nymph," by Antonio Canova (1757-1822), which is on view again, was a very popular pre-war exhibit at the Museum.

Events at Home and Abroad

News Items from Europe, Canada and North Africa

ANTI-BRITISH RIOTS IN ATHENS : A crowd of Greek students waving national flags takes part in anti-British demonstrations in Athens on Greek Independence Day. The outbreak was of a minor nature, but strong guards were set at the British Embassy while mobile police squads kept watch near those of the United States and Turkey. A few baton charges sufficed to disperse the demonstrators.

HOOLIGANISM IN THE GREEK CAPITAL : A student uses a flag-pole to smash the windows of a British-owned trolleybus during the Independence Day riots. In a message to the people the Premier, Mr. Karamanlis, compared the terrorism in Cyprus to the Greek struggle in 1821.

AS THE HUNTING SEASON DRAWS TO A CLOSE : The field moves off after a late March meet of the Oakley Hunt in the grounds at Woburn Abbey, the seat of the Duke of Bedford. A big crowd assembled to watch the meet. Woburn Abbey was open to the public during the Easter holiday.

THE GOVERNOR-GENERAL OF CANADA ON TOUR : The Right Hon. Vincent Massey, the Governor-General, makes friends with a shy Eskimo baby in its mother's arms at Frobisher, Baffin Island, during one of the stops on his defence tour in the Far North of Canada.

AN AUCTION IN A STATELY HOME : A general view of the sale in progress in Barons Hall at Penshurst Place, Kent, when the owner, Viscount de L'Isle, V.C., disposed of numerous items which had been in store. Lord de L'Isle said that the items had been taking up space in cupboards and store-rooms. Among the many lots offered for auction were carpets, furniture, chairs and bric-a-bac.

LIBERIA'S NEW ENVOY GOES TO SEE THE QUEEN : Mr. Clarence L. Simpson is about to enter the traditional carriage at the start of his journey to Buckingham Palace to present his credentials to the Queen. With him is the Marshal of the Diplomatic Corps.

INDEPENDENCE FOR TUNISIA : Habib Bourguiba, the Nationalist leader in Tunisia, is borne shoulder high from his aircraft on his arrival from Paris where, with Tahar ben Ammar, the Prime Minister, he had signed the protocol of agreement with the French Government recognising the independence of Tunisia. *Below*—M. Bourguiba, President of the Neo-Destour Party, casts his vote in the elections which followed the granting of independence. The result was a complete victory for the National Front lists and defeat for the extremist party led by Salah Ben Youssef.

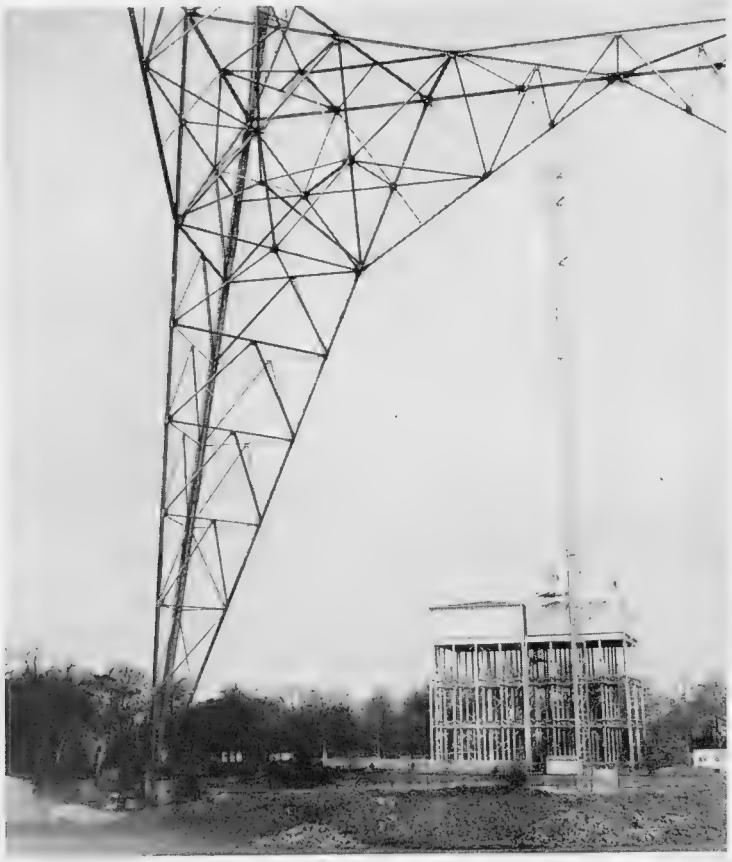
PASSING-OUT OF R.A.F. APPRENTICES : Men of the 74th entry of R.A.F. Aircraft Apprentices throw their caps into the air after the parade and prize-giving which marked their passing out of the training school at the Royal Air Force station, Halton, Buckinghamshire. On the same day the Air Ministry announced that the granting of more pay for the R.A.F. in February had resulted in a large increase in "internal" recruiting between February and March. Applications to extend periods of service up to the maximum twelve-year engagement rose from the normal 500 a month to 1,579.

SIR MILES THOMAS ARRIVES BACK IN LONDON : The ex-Chairman of B.O.A.C., who is to be Chairman of Monsanto Chemicals, is greeted on his arrival from South Africa by the Deputy Chief Executive of B.O.A.C.

EVACUATION OF THE CANAL ZONE : The Egyptian flag is hoisted over the former British headquarters at Moascar Camp, near Ismailia. The camp, founded in 1882, has been handed over to the Egyptian Army as part of the withdrawal from the Canal Zone. By June 19 the last British troops will have been evacuated. Egypt ratified the Anglo-Egyptian Agreement for the gradual withdrawal of troops from the Suez Canal area in November 1954.

London's New TV. Transmitter

The B.B.C. Station at Crystal Palace will Serve a Large Area in the South of England



THE AERIALS AT THE CRYSTAL PALACE TELEVISION STATION : In the right background is the transmitting mast now in use. On the left is one of the bases of a gigantic transmitting tower under construction.

THE UNCOMPLETED "EIFFEL TOWER" : When finished, this vast structure will be 640 ft. high and an outstanding landmark in South London. The B.B.C. started its transmissions from Crystal Palace last week.

THE CONTROLS WHICH SERVE VIEWERS FROM LONDON TO THE SOUTH COAST : In the foreground the operator sits in the Control Room at the panel containing the incoming and outgoing signal monitors. He looks through the glass into the Transmitter Hall. On its left are two vision transmitters and on the right two sound transmitters. *Right below*—Another view of the signal monitors and their panel in the Control Room at the Crystal Palace.

BUILDINGS SUNK BENEATH THE TERRACE : They have been constructed in this manner so that the ground above will be available for public gardens. Behind rise the slender temporary mast and the unfinished permanent mast. The B.B.C. flag flies below the Union Jack.

The Crystal Palace, in South London, entered television history over a quarter of a century ago when J. L. Baird carried out experimental work there. However, it was from Alexandra Palace, in North London, that the world's first high-definition television programme began in 1936. Now Alexandra Palace has been closed, except possibly for experiments, and Crystal Palace has come into its own as a centre of television transmission.

The B.B.C.'s new transmitter there started service at the end of last month. It stands on a 2-acre site leased from the L.C.C., who stipulated that the buildings were to be sunk beneath the terrace so that the ground above them would be available for terraces and gardens for the public. On the technical side, the transmitter contains an important innovation. It has two vision and two sound transmitters working simultaneously. If the transmitter in actual use breaks down, its "twin" will take over.

At present the transmission aerial is a slender 250-ft. mast behind the buildings. But close to it is rising a giant multiple metal structure, which has already been nicknamed the "Junior Eiffel Tower." When finished, it will be 640 ft. high.

The Crystal Palace serves the B.B.C.'s London service area, which stretches down to the South Coast.

However, the "Junior Eiffel" will not only transmit B.B.C. programmes. By decision of the Government it will also send out the programmes of the I.T.A.

A New Frigate for the Navy

H.M.S. "Hardy," the First of the Latest Anti-Submarine Class on Show at Chatham

The new utility vessels of the Blackwood class, of which H.M.S. *Hardy* is the first to come into commission, are the principal type of fast convoy escort ships now under construction in the Admiralty programme. There are no destroyers being built and the scheme of converting wartime destroyers into fast anti-submarine frigates is nearly complete. Speed in the Blackwood class has been obtained at the expense of sacrificing much of the heavy hull plating found in older vessels. The result, as her Commanding Officer, Commander B. W. K. Hewson, R.N., said, is that "She is one of the fastest single-screw ships afloat." Because her primary role is that of submarine chaser, the conventional armament is slight, consisting of three 40-mm. Bofors and two twin torpedo tubes. Her main armament lies in the "limbo," a three-barrelled depth-charge mortar, of which two are fitted and which can be trained over a larger arc than any previous anti-submarine mortar. The *Hardy* displaces about 1,000 tons, is 310 ft. long and has a peace-time complement of 128 officers and men.

THE "HARDY" AT HER BERTH IN CHATHAM DOCKYARD: The first of the Blackwood class anti-submarine frigates has now joined the Third Training Squadron. She is fitted with the latest equipment for locating and destroying submarines and is capable of maintaining a high speed in heavy seas during convoy duties. These vessels are of all-welded construction and are built on a prefabricated system.

PREPARING FOR EASTER "NAVY DAYS" AT CHATHAM: The crest of the Third Training Squadron is spruced up in preparation for the visitors who will come aboard at Easter.

THE RAKISH BOWS OF THE NEW SUBMARINE CHASER: The hull design of the *Hardy* is specially constructed to allow the maximum of manœuvrability in high seas. The bows are topped by a high bulwark, a constructional feature common in merchant vessels but rare in the fast classes of escort vessel.

THE "TEETH" OF HER ARMAMENT: The frigate is armed with two three-barrelled anti-submarine mortars of revolutionary design capable of firing a pattern of large projectiles.

Britain's Olympic Riders

Those from whom the Show Jumping Team will be Selected Train Together at Windsor

Owing to the Australian quarantine laws, the Equestrian Olympic Games canno be held there. Instead they will take place a Stockholm from June 11 to 17.

Britain this year is putting in a stronger challenge than ever before. For the first time there will be British entrants in the Dressage events. "Possibles" have been training for some months. For the Three-day Horse Trial (confined to men) six riders and horses have been practising since the beginning of January. They are appearing in trials in various parts of the country, and soon will be in training at the Royal Mews in Windsor.

The great interest of the Queen in equestrian matters is shown by the fact that Her Majesty has also graciously permitted the Show Jumping Section to train at Windsor—at the Windsor Forest Stud. The British Horse Society and the British Show Jumping Association selected the party of ten riders and horses there. Some are famous veterans—such as Colonel Llewellyn and Wilf White with his ever-popular and reliable Nizefella. Others, such as Dawn Palethorpe, have already made their mark and great things are expected of them. The British teams for the Prix de Nations Show Jumping and the Three-day Trial will be selected from those now under training before the end of next month.

BRITAIN'S "POSSIBLE" SHOW JUMPERS: From the left are Lieut-Colonel H. M. Llewellyn; Wilf White; Pat Smythe; Peter Robeson; Dawn Palethorpe; Mrs. Bryan Marshall; Major R. Dallas and Susan Whitehead. They are training at the Windsor Forest Stud. From them, and from two others who are in the party, Colonel Stewart and John Brooke, will be chosen the team to represent Britain in the Show Jumping at the Equestrian Olympic Games at Stockholm next June. Britain is also entering teams for the Three-day Trial and Dressage.

OVER THE WATER: Pat Smythe, riding Flannagan, sails over a water jump. Women are eligible to take part in the Prix de Nations Jumping at the Olympic Games and in the Dressage events.

On left—

AN OUTSTANDING BRITISH HORSEMAN: Lieut.-Colonel Llewellyn, on Aherlow, takes a jump in a practice over the course at Windsor.

HORSES AND RIDERS ON WHICH BRITISH HOPES MAY BE PINNED AT STOCKHOLM: Jumping round the full practice course at the Windsor Forest Stud are, *on left*, Earlsrath Rambler, ridden by Dawn Palethorpe, and, *on right*, the veteran Nizefella and Wilf White, who have many past equestrian triumphs to their credit. The ten riders and horses who began training at Windsor under Lieut.-Colonel J. A. Talbot Ponsonby, will show their paces in public in various parts of the country during the coming weeks. By May 21 the Olympic Show Jumping team of three riders and a reserve and five horses will have been selected from them.

THE NEW BASE IN VAHSEL BAY: The M.V. *Theron* of the British Trans-Antarctic Expedition lies moored at the ice edge near "Shackleton Base" as stores and equipment for the advance party are unloaded. Owing to delays caused by encroaching pack-ice, the expedition did not find a suitable site for the base until they were several days behind schedule. The setting-up of the advance party camp became a race against the gradual ice build-up in the Weddell Sea which threatened to close the *Theron's* homeward route.

ANTARCTIC STEVEDORES AT WORK: A Weasel tracked vehicle is winched out of the *Theron's* hold on to the permanent ice-shelf. In the background is a "Sno-Cat" which will be used for the heavier work. The development of these tractors has greatly facilitated problems of transport and communication.

"THERON" IN THE WEDDELL SEA

The British Trans-Antarctic Expedition Establish "Shackleton Base"

After an adventurous journey through the ice-floes and narrow leads of the Weddell Sea, the British Trans-Antarctic Expedition under the leadership of Dr. Vivian Fuchs set up an advance-party base in Vahsel Bay. The camp, christened "Shackleton Base," is to be manned by a group of eight scientists and engineers, who will be joined by the main body of the expedition in January of next year. The site lies on the edge of the Filchner Ice Shelf about 250 miles south of the advance party base of the Royal Society's International Geophysical Year Expedition which lies on the Coats Land coast. Next year Dr. Fuchs is to lead a team from "Shackleton Base," in Vahsel Bay, across the Continent and through the South Pole to McMurdo Sound, in the Ross Sea. He is to be met near Mount Albert Markham, about 500 miles from the Pole, by a New Zealand team led by Sir Edmund Hillary which will set out from McMurdo Sound. Sir Edmund Hillary accompanied Dr. Fuchs on board the *Theron* this year in order to gain the experience necessary for the task. The enterprise is a Commonwealth affair.

THE RACE AGAINST TIME: A tractor hauls away a load of hut timber during the few precious days before the *Theron* had to leave. During this time the base site was reconnoitred and the advance party firmly established for the winter.

IN ONE OF SEVERAL GUISES: The Auster aircraft carried by the *Theron* rides on the water in Husvik Harbour. By replacing the floats with runners the plane was enabled to land on the snow-covered ice during the setting-up of "Shackleton Base."

THE SITE OF SCOTT'S LAST BASE: The stout wooden frame of "Scott Hut," on Ross Island, which was used by the explorer as a base camp for his final ill-fated expedition to the Pole, is now the background of the new American base on the same site. It is planned to establish there a staging point for aircraft.

BUILDING ON THE ICE: The Commanding Officer of a Mobile Construction Battalion watches as another officer uses a special ice-cutter to gauge the depth of the ice floor before building construction begins.

IN THE STEPS OF SHACKLETON AND SCOTT

The American Antarctic Expedition Prepares for the Polar Regions Survey during the International Geophysical Year, 1957-58

The American survey expedition to the Antarctic in preparation for the International Geophysical Year, 1957-58, has succeeded this season in establishing two new bases within striking distance of the South Pole where the United States plan to erect an observatory next year. The first of these two stations, "Little America V," is situated on the Ross Ice Shelf, and the second, "Hut Point," is on Ross Island, 400 miles away to the west. They were both set up despite the most adverse weather conditions "over which man had no control." The "Hut Point" base when completed will be a compact little community comprising thirty odd buildings and will be used as "an air-operating facility and staging point" for the International Geophysical Year Observatory which is to be built at the Pole. Not long ago it was simply a barren plot of volcanic rock on the island from which Captain Robert Scott started for the Pole late in 1911. During the course of a visit that he paid to the American site, Rear-Admiral Byrd, the Director of United States Antarctic Programs, visited the snow-covered hut which Scott used as a base and paid tribute to the traditions of courage and endurance which his example had handed down. On the same island a wooden hut used by Captain Scott's great rival, Sir Ernest Shackleton, still stands after forty-eight years have passed.

OUT INTO THE UNKNOWN: A United States Navy "Advanced Site Survey" party at McMurdo Sound leaves the U.S.S. *Edisto* to carry out a preliminary reconnaissance of the area. The establishing of bases on Ross Island and the Ross Ice Shelf were part of the American contribution to the Antarctic phase of the earth study known as the International Geophysical Year, 1957-58. The United Kingdom contribution includes the Royal Society Expedition, whose advance party are established on Coats Land.

SHACKLETON'S HUT STILL STANDS AFTER FORTY-EIGHT YEARS : A wooden hut built on Ross Island, in the Antarctic, almost half a century ago by members of Sir Ernest Shackleton's expedition which came within 97 miles of the Pole, remains intact on the site used as a camp in 1909.

Above—THE MECHANISED TRANSPORT OF TO-DAY : A Weasel tracked vehicle of the United States Navy tows two heavy cargo sleds loaded with stores for the American base at Hut Point. Such vehicles have to a great extent replaced the familiar dog-teams with their limited loads.

On right—IN AN UNDERWORLD OF SNOW : Crew members of Task Force 43 feel their way along an open 40-ft. crevasse near the main trail to the American base on the Ross Ice Shelf. In these great depths of snow and ice experiments are carried out in the construction of storehouses.

Polar Preparations

The Royal Society's Antarctic Expedition on Coats Land

INSIDE THE ANTARCTIC CIRCLE : The sealer *Tottan*, carrying the advance party of the Royal Society's International Geophysical Year Expedition, makes her way through a belt of loose ice in the Weddell Sea to the Antarctic mainland.

THE SOLE LINK WITH THE OUTSIDE WORLD : Until the main transmitter was installed, this small radio transmitter was the only means of communication from the research station.

LOST AMONG THE FLOES : The *Tottan*, which had brought the advance party under the leadership of Surgeon Lieut.-Commander Dalgleish, R.N., lies at her temporary berth alongside the Antarctic wastes of Coats Land north of the Trans-Antarctic Expedition's base in Vahsel Bay.

On left—
PROVISIONS ON ICE : The stocks of food and timber needed by the advance party during the winter are stored in the open on the ice until more permanent shelters are built.

A HOUSING PROGRAMME IN ANTARCTICA : Members of the advance party of the Royal Society's Expedition work on the foundations of the 130-ft. hut which will be their home during the long months of a winter near the Pole. Around them on the bleak shore are crates of provisions and instruments landed from the *Tottan*. The party were visited by the *Theron* of the Trans-Antarctic Expedition while on her way to Vahsel Bay to land the advance party, which established "Shackleton Base."

The Spread of Communism

By EDWARD CRANKSHAW

LONDON and Paris, Lenin predicted, would fall on the banks of the Yangtse. He was not thinking in terms of war between the West and China. What he meant was that the advanced countries of the West depended increasingly for their existence on developing markets in what are now called the backward areas of the world, and that one day the exploited peoples would rebel, cutting the " imperialists " off from their markets, with resultant trade depressions which would lead to mass unemployment, strikes on a gigantic scale, and the ultimate seizure of power by the hungry workers. In a word, on the day when the inarticulate millions of Asia awoke it would be all up with the capitalist system which, in its final stage, was managing to survive only by " imperialist " exploitation.

This is a picture which still sustains the convinced Communist ; and it is with this picture in mind that we should contemplate the map on the following pages which shows the present extent of Communist expansion.

Nearly always in face of a map of this kind we are invited to tremble at the military might represented by the vast black areas of Communist Russia and the shades of its associated States. This was never a very intelligent approach, and to-day, with global strategy dominated by the H-bomb, it is decidedly old-fashioned. It is also a dangerous approach, since it distracts the mind from the reality, the picture cherished in Moscow and Peking, first expressed in Lenin's prophecy, now formalised in the new slogan "competitive coexistence."

I am not suggesting that military considerations should not come into this picture at all : of course they should. But first things first. And the first thing is to break down the threatening shadows into their components, and see what they amount to.

We begin with the Soviet Union, itself a multi-national State, a vast land covering one-sixth of the land surface of the globe, underpopulated, so far lagging behind the Western world in productivity per head, but still containing 60,000,000 more people than the United States and more than four times as many as Great Britain. Until 1940 the Soviet Union had to concentrate on building up her own strength within the frontiers imposed on her by exterior forces after the end of the 1914 War, contenting herself with her nuisance value as the headquarters of the delayed global revolution. She was isolated and powerless.

But by 1939 she had accumulated enough power to move out into the world. Her first act was to move into Eastern Poland, by agreement with Hitler ; her second was to declare war on Finland, which was inconveniently close to Leningrad ; her third was to absorb the Baltic States, Latvia, Esthonia and Lithuania ; her fourth to detach Bessarabia from Rumania. These actions had nothing to do with the spread of world revolution as such. They had an immediate strategic purpose, and they could be seen from Moscow as the natural and delayed rectification of the old pre-revolutionary frontiers. The aim was to incorporate these territories, or parts of them, into the motherland. This was done. Most of Finland was evacuated, but the rest was taken.

The territories were soon lost to Germany ; but as soon as the war was over they were taken back, and, in addition, a part of East Prussia. Poland, in the process of becoming a satellite, was compensated by a slice of Eastern Germany.

All that had happened by 1945 was that the Soviet Union had aggrandised herself at the expense of some of her neighbours and now approximated in extent to the old Imperial Russia. The revolution had not been spread : the new lands had simply been absorbed into the Soviet Union, acting as a great power. It would still have been possible to argue that Stalin had lost interest in global revolution and was simply concerned with consolidating the Soviet State. This State is the hard core of the black area on the map.

But now a second phase began : the sovietisation of Eastern Europe, including Poland, Czechoslovakia, East Germany, Rumania, Bulgaria, Hungary, Yugoslavia, Albania, and Eastern Austria.

It is still not known (and perhaps Stalin never knew himself) to what extent the sovietisation of Eastern Europe was undertaken for purely strategic reasons—i.e., to establish a cordon of " friendly " and subservient States round the Western frontiers of the U.S.S.R.—and to what extent the creation of this zone was intended as a new phase in the march to world revolution. At this time of day the question is irrelevant. All the countries named above were in fact sovietised and completely dominated by Moscow. And, at the same time, Stalin sought to exploit the war weariness of other lands, particularly France and Italy, by stepping up the activities of local Communist parties, instructed from Moscow.

But the development did not continue evenly. Poland, Bulgaria, Rumania and Hungary were in varying degrees forced through their revolutions by Soviet armed might supporting the activities of Moscow-trained Communist leaders. Czechoslovakia allowed herself to be frightened into surrendering her own liberty. Yugoslavia, on the other hand, dominated by a proud and nationalistic leader, who had proved himself in battle, broke away. And one of the great services Marshal Tito performed for the world was his exposure of the hollow sham whereby Stalin tried to convince the world that the East European satellites were not, in fact, colonies of the Soviet Union.

By the time of Yugoslavia's break with Moscow the satellite area on the map had expanded considerably in a Western direction ; but the area was no longer homogeneous. Seen from the point of view of Leninist revolution, the East European satellites were not a satisfactory addition, because the revolution had been forced on them from above ; seen from the point of view of military strategy, they carried an element of risk : the people could not be relied upon to fight loyally for Moscow.

The interest now moves south of the Soviet Union and into Asia. It is impossible in this space to follow in any detail the process whereby the Communist area of the map suddenly took in the whole of China and, on the face of it, transformed itself from a portent into a most deadly menace, sending apparently irresistible tentacles deep into South-East Asia, including Indo-China and, by taking in Tibet, weighing heavily on Burma and the Indian peninsula. It is all very fresh in our minds.

But again, the area is not homogeneous. Nobody, even in the most obscure lobbies of Washington, would suggest that Peking takes its orders from Moscow. One of the big questions used to be : will Mao Tse Tung become another Tito ? This was a meaningless question, because Mao always was another Tito. He completed his revolution certainly long before Stalin expected him to and probably long before Stalin wanted him to. He thereby made himself the master of a vast land which now has 600,000,000 souls (Russia has 220,000,000), with a proud tradition and with pretensions to the leadership of Asia. After Stalin he was the most powerful Communist leader in the world. Stalin is now dead and, so far, has no successor inside the Soviet Union.

The purpose of this article is not to argue, but to suggest. The Communists talk incessantly about contradictions in the capitalist camp, in which they include such matters as Anglo-American rivalries. Anyone who devotes a moment's thought to the subject can imagine for himself the sort of contradictions that exist in the Communist camp—contradictions obscured by the uniform darkness of the Communist part of the map, which includes lands held down by Soviet terror and lands sharing the Marxist ideology, but with lively and far-sighted aspirations of their own.

This brings us round to our beginning. All that black and near-black must mean something. They do not stand for an integrated military threat ; they do not stand for the workers of half the world uniting in triumphant and altruistic ardour. What they do stand for, it seems to me, is a really dangerous economic threat. And we remember Lenin's words about London and Paris and the Yangtse. Think of the vast dark area on the map not in terms of positive aggression but in terms of subtraction. For the world, as a market, has been reduced for the Western countries by just that area of darkness.

And this leads us to the dotted (neutral) parts of the map—and even to some of the various grey shades of the parts of N.A.T.O. and its associates. I have tried to show that the dark is not as dark as it is painted. I have suggested weaknesses and contradictions beneath that forbidding and almost uniform surface. But if the dark is not as dark as it is painted, the grey and the dots are not so light as they are painted. And these, first India, now the Middle East, next Africa, and after that South America no doubt, are the areas we should be thinking about to-day. These form the battleground for the new war, " competitive coexistence." The Russians are now fighting that war with all their energy, while we have hardly woken up to the fact that it has started. And to fight it effectively we may be called upon to change our whole conception of things radically.

Look at the grey and the dots ; not the dark. The dark will take care of itself. If we live long enough, the contradictions will begin to emerge. But WE must look after the grey and the dots, and, unless we do so a good deal more actively and imaginatively than we show any signs of doing, we shall not live long enough to see the dark dissolve into lighter shades.

COMMUNISTS GATHER IN MOSCOW : In the Great Hall of the Kremlin, young Communists, some of them carrying miniature warships or aircraft, come to greet the delegates to the recent Communist Party Congress. In the centre of the platform sit Marshal Bulganin, Mr. Khrushchev, and others of the Russian hierarchy. In the packed assembly are representatives of the satellite Europeans, the Asian Communist States and delegates from many national Communist parties. Their thinking is still dominated by Lenin, whose statue rises behind the platform.

" STALIN IS GONE " : The board makes a joke about the street named after Stalin in East Berlin. It is being erected by West Berliners facing into the East Sector and suggests now he is " ended " is the time to unite the sectors.

SOVIET EXPANSION INTO EUROPE : The dotted lines and the dark shades indicate how the Soviet Union has extended its borders and expanded its influence since 1939 in the Balkans and Central and North Europe.

THE COMMUNIST ADVANCE : The black is the U.S.S.R. proper, which has seized for itself large additional areas—shown by the white lines—since the outbreak of the war. Around the Soviet borders are the satellites, compelled or frightened into becoming puppets. Tito's Yugoslavia is the great exception, having refused to accept this colonialism. Austria is neutral by treaty. Italy, in N.A.T.O., has a strong national Communist Party, as has France. West Germany, however, is strongly anti-Communist and an important member, strategically, in N.A.T.O.

THE SPREAD OF COMMUNISM—(*Cont.*)

THE POLITICAL SHADES OF THE NORTHERN HEMISPHERE : The map shows the land masses in this projection of the globe, shaded as to political affiliations. On one side of the North Pole the picture is dominated by the vast black shading of the U.S.S.R. and its European satellites. Allied with this, both geographically and politically, is the dark grey of China and the Asian Communists. The arrows show where the Communists are making great efforts at present to increase their spheres of influence—into Indo-China, into the Middle East via Iran, and towards the strategically important North Pole. Russian expeditions have surveyed the roof of the world and made territorial claims there. The lighter shade of grey represents the members of the North Atlantic Treaty Organisation and the light stripes are the countries associated with them. Balancing the darkness of the U.S.S.R. and China, North and Central America are solidly pro-N.A.T.O., as are Western Europe and the northern shore of the Mediterranean (with the exceptions of independent Communist Yugoslavia and the small Soviet satellite of Albania). European colonies and dependencies give N.A.T.O. a firm footing in Asia and Africa. Algeria, in North Africa, is an integral part of Metropolitan France. French Morocco and Tunis are now independent. The former Italian Somaliland is at present under United Nations trusteeship. Many important N.A.T.O. associates (light stripes) lie in the Middle and Far East. European neutrals are N.A.T.O. sympathisers. Many of the others are imponderables. But as Edward Crankshaw points out in his article on the preceding page, the strategic sizes of the blocs should not be overstressed. The real danger from the spread of Communism lies in the economic threats inherent in "Competitive Co-existence."

THE MIDDLE EAST AND INDIA PRESENT SPECIAL PROBLEMS : Turkey, a member of N.A.T.O., is associated with Iraq, Iran and Pakistan in the Bagdad Pact, of which Britain is also a signatory. In spite of the Pact, Russia continues to seek to extend her influence into Iran. The Arab States, among whom Egypt at present appears to be leader, are the great imponderables and vitally important because of their oil. They surround the small State of Israel and the Soviet Union carries out widespread propaganda among them. India pursues an independent policy, but under its Prime Minister, Nehru, is more inclined to the West than might be supposed. Kashmir is an independent Republic. Tibet is under Chinese suzerainty.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Litter.—We hear a good deal about the Countryside Code, and the B.B.C. regularly exhorts townsmen going on holiday to bury bottles, burn paper (with care), leave wild-flowers unpicked, and generally behave like civilised human beings. My impression *en passant* is that, in the short run, this kind of propaganda has very little effect. After any Bank Holiday, the Downs, the rivers, the beaches, and any stretch of open country near a main road still look like the scene of a giants' paper-chase. It is, of course, horrible, but the sad thing is that so few people recognise the horror. The majority just don't notice and don't care. Even more depressing is the fact that the countryman is just as bad as the townsman, and cheerfully commits the same crime on a smaller scale every day of his life. The natural beauty he is desecrating doesn't seem to strike him at all.

I can illustrate this point by close personal experience. Two years ago the wife of a retired officer living in my village wrote a letter to the parish council, of which I happen to be chairman. The letter was handed to me by the clerk half-way through a meeting, and I relegated it to Any Other Business. At the appropriate moment I opened it and proceeded to read it out aloud without previous study—a thing I shall never do again. It was all about the disgraceful state of the village, in particular the litter that was left about at the week-end. This was perfectly true, but the letter was couched in a tactless manner.

It referred to the village as the "dirtiest in Somerset," and implied that the villagers, especially the council house tenants, belonged to "lesser tribes without the law." Indeed, the whole tone was a caricature of Kipling, and since we knew that the writer had been accustomed to the superior delights of garrison life in India, we understood exactly what she meant. As I read the fatal words, I knew we were in for it. The local reporter was present and there were screaming headlines in the weekly paper two days later. Naturally it caused an uproar. A parish meeting was indignantly demanded and I had to call one. The village hall was full and seething with resentment, and the lady in question (all honour to her for her courage) was there too. It was a most unpleasant meeting, and nothing definite came out of it beyond a nasty exhibition of class-feeling.

But the litter was an undoubted fact. After Saturday (fish and chips) and Sunday (ice-cream) the main street was a horrid mess of greasy paper, sticky cartons, sweet wrappings, match-boxes, and all the rest. The wind then blew it about into the gardens and hedges, and the result was a disgrace. Many were responsible, but none cleared it up.

The local authority would not, and really could not, do much more than collect weekly refuse, and provide two small wire baskets which were soon full to overflowing. However, the row did some good. We all consulted our consciences for a time, and there was a temporary improvement. But now it is just as bad again. The lady from India has left us, so what is to be done? I haven't the slightest idea.

Unwillingly to School?—Shropshire is not my county. I know of it romantically, of course, through A. E. Housman and Mary Webb, and my only direct experience was a summer term's schoolmastering at Shrewsbury in 1936. However, that was quite long enough to fill me with admiration for the large landscape and charming villages so nostalgically and irresistibly captured in *A Shropshire Lad*. At the school I had the good fortune to share a bachelor establishment, known as Eversley, with two professional teachers, now eminent in the pedagogic world. One was V. A. L. Hill, who has since become headmaster of Allhallows School at Rousden, in Devon. The other was Frank McEachran, philosopher and linguist, who remained at Shrewsbury, where he has been senior Modern Languages Master for some years.

I was teaching English, French and German myself and endeavoured to model myself on McEachran from the start. He was easily the most successful exponent of the "direct method" I have ever met. That is, he relegated grammar, syntax and orthodox translation to last, and concentrated at the beginning upon sound. "How does a child learn to talk?" he would argue. "Not by rules and exceptions, but just by picking it up, by listening and repeating parrot-wise. What's more, he learns the real language, not some dog-translation spannered up with past participles and subjunctives. All that comes later when his knowledge is instinctive." In theory this method was obviously the right one. In practice it was most difficult to apply, first because all exams. were couched in grammatical terms, and, secondly, because it needed a strong personality to put it across.

Spells.—But McEachran was a strong personality. Although small, he was dynamic. He stood no nonsense at all, but led and drove the toughest classes by sheer enthusiasm. Who could resist, for example, his passion for poetry? Whatever the subject, every lesson began with ten minutes' repetition in unison of chunks of Goethe, Heine, Rilke, Racine, Verlaine, Shakespeare, Manley Hopkins, Eliot, Auden (of whom he was a devotee) or many others. I can hear now "*Ueber Allen Gipfeln is Ruh*" resounding through the big school building, or "*Les Sanglots Longs des Violons*," or Christopher Smart's "Spinks and Ousels Sing Sublimely." The trouble was that it always sounded like a riot, and although McEachran himself never permitted real riots, his imitators (myself for one) often found that one had started. All the same, there is no better way of learning lines than saying them out aloud with a lot of other people. It has the compulsive power of incantation, and I can personally testify to its efficacy, as can many hundreds of Salopians who owe their mental awakening to McEachran's inspired teaching.

Since it is difficult to communicate a man's significance to future generations by memory alone, I am very glad that McEachran has now published a book which does hint, at any rate, at his peculiar genius. *Spells* (Basil Blackwell. 15s.) is an anthology of verse and prose, dedicated to "all those young and old who enjoy saying words aloud." He defines a spell as "concentrated poetry (sound and sense)," and has put together some 500 in various languages, accompanied by a number of characteristic comments.

THIS IS SAID TO BE THE OLDEST FLAT RACE IN THE COUNTRY: Miss Yvonne Robson, a Leeds night nurse, reaches the finishing-post to win the "Kipling Cotes Derby" for the third time on her elderly mare, Aquavino Belle. The "Derby," which dates to 1519, is a testing 4½-mile flat race across the Yorkshire Wolds between Market Weighton and Middleton. The course follows a country lane and passes through five parishes.

AN ANNUAL CHARITY CUSTOM IN HAMPSHIRE: Sir Anthony Doughty Tichborne and Lady Tichborne stand beside a priest as he blesses the flour during the ceremony of the Tichborne Dole at Alresford. According to a legend, the Dole has been given (with the exception of a short break) since the time of Henry II.

Prelude to Spring.—Few countrymen feel happy without at least one severe freeze-up during the winter. Rightly or wrongly, he feels that a good frost kills off bugs and vermin, aerates and pulverises the soil, and is an insurance against unseasonable weather when the spring really comes. In the early February snap the south-west came off pretty lightly, but we had 21 degs. of frost one night, and despite precautions all the water froze in the tanks. It was a nuisance in the house but a far worse one in the cowshed. The prospect of hauling about 300 gallons (10 gallons each to thirty cows) was not inviting, and so I set to very tentatively with a blow-lamp. I did succeed in releasing some water, enough to tide us over till the thaw, but when the thaw did come we found we had three bursts, one of which announced itself by a torrent of water into the big barn.

February has its uses. It is generally the last full month for tidying up—laying banks and hedges, tying up faggots, hauling firewood, cleaning ditches, repairing and oiling implements, and ploughing whenever possible—but it doesn't do to count on getting too much done. Once the ground dries out under that penetrating east wind we seem to get about the middle of March, then the great rush starts. Every year it's the same. I wake up early in the morning and wonder how on earth we are going to get all the cultivations and manuring and seeding done in time. But we do, and I don't think there is anything finer than knowing you are on top of the work at last. It makes up for all the frustrations of the winter.

Fowls.—I dislike the humble hen. She is stupid, vicious, hysterical and dirty, but she is useful. After the First World War a lot of ex-servicemen rushed into poultry holdings and lost all their money through a combination of ignorance, lack of capital and the usual pitfalls of what was in effect a new industry. As a result poultry farming became a byword, but a lot of experience has been accumulated since then, at any rate on the production side.

Nowadays it is perfectly possible to run poultry successfully either in a specialised unit or as part of a general farm. I keep several small lofts of birds with deep litter bedding, and have had very little trouble. What does need attention is marketing. For eggs there is a reasonable prospect with a guaranteed price graded throughout the year, high in winter, low in spring and early summer, when it is the instinct for every animal to give birth.

For table birds it is another story. A lot of us got caught on the Christmas market when the price fell to pieces in the middle of December. The trouble is you can't produce fat birds to suit demand at a moment's notice. It all takes time, and that applies to the marketing of all farm produce.

THE QUEEN AT COVENTRY

Her Majesty Lays the Foundation-stone of the New Cathedral

The Queen's principal ceremony during her first visit to Coventry since the Coronation was to lay the foundation-stone of the new Cathedral which is to replace the war-damaged building alongside. Her Majesty was accompanied by the Duke of Edinburgh and the Prime Minister and was met at the Cathedral by the Archbishop of Canterbury, the Bishop of the Diocese and the Provost and Chapter of the Cathedral. First came a tour of the ruins of the old building and then when a procession had been formed, the Queen and the other members of the Royal party went across a footbridge to the foundations of the new Cathedral for the stone-laying ceremony. The Bishop of Coventry, in asking the Queen to lay the stone, said the new building would stand as a symbol of victorious faith. Her Majesty then accepted the necessary tools from the architect and tapped the stone in position.

There were about 3,000 people present at the ceremony, including representatives of the Free Churches and several German churchmen. The band of the Salvation Army played during the ceremony and the bells in the old Cathedral tower pealed as the stone was laid.

So far, more than 600 piles have been drilled into the ground to support the building and the concrete floor has been laid. The contractors for the building of the foundations, undercroft and all work up to nave floor level are John Laing and Son.

A TOUR OF THE OLD CATHEDRAL AT COVENTRY : The Queen, accompanied by the Bishop of Coventry, the Right Rev. C. K. N. Bardsley (right), and the Provost, the Very Rev. R. T. Howard, is passing the entrance to the Crypt Chapel. Just behind the Queen are the Duke of Edinburgh and the Archbishop of Canterbury. The tour of the ruins was made before the Queen laid the foundation-stone of the new Cathedral.

THE QUEEN LAYS THE FOUNDATION-STONE OF THE NEW CATHEDRAL : The stone is at the altar end of the Cathedral. Behind the Queen are Sir Anthony Eden, the Minister in Attendance, and Lady Eden.

WITH THE BISHOP AND THE PROVOST : The Queen and the Duke pause to look at the ruins. *Below*—The Provost accompanies the Royal party to the Sanctuary. The altar is made of stones from the old Cathedral.

INSPECTING A MODEL OF THE NEW CATHEDRAL : Explaining the details to the Queen is the architect, Mr. Basil Spence. The new building, of modern design, will rise on a site starting from the far east end of the old Cathedral and will lie from north to south.

ON LOCATION UNDER THE WAVES : Members of Commander Cousteau's team take undersea floodlighting equipment down to the bed of the Indian Ocean while filming near the British possession of Assumption Island.

AT SPEED OVER THE OCEAN FLOOR : Clinging to the feet of the man ahead, some of the divers are o "sea-scooters" capable of a speed of 3 knots. The torpedo-shaped scooters were fitted with camera to be easily manœuvrable about the ocean bed. For the actual film the team used the world's fi

THE SILENT WORLD

Pictures from a Spectacular French Documentary Film of Undersea Life

A remarkable documentary film of sea life has been made by a French team of divers and photographers while on an expedition in the Red Sea and the Indian Ocean. The team, led by Commander Cousteau of the French Navy, was sponsored by the French Ministry of National Education and the National Scientific Research Council. Most of the actual filming took place at depths of around 100 ft. below the surface of the ocean near the British possession of Assumption Island, north of Madagascar. Sailing aboard a former United States minesweeper converted by the French Navy and re-christened *Calypso*, the expedition gathered a mass of information for oil-seekers, oceanographers and archæologists.

For the 19 miles of film that were taken below sea-level, the team made 5,000 individual dives wearing the revolutionary aqualung equipment designed by Commander Cousteau and an engineer, Emile Gagnan. They were equipped with a specially-designed underwater camera, invented by a twenty-three-year-old French photographer, which enabled them to film in the most difficult surroundings, including the gloomy interior of a British freighter, sunk for many years 40 fathoms deep in the Red Sea. From the inside of a stout steel cage they were able to record the fearsome attack of a school of vicious sharks devouring a young whale. The result of their labours, a documentary film of astonishing discovery and fine colour, has had an enthusiastic reception in Paris, where long queues waited outside the cinemas to see it.

The discovery of this "Silent World" began for Commander Cousteau in 1942. His first efforts at photographing under water were made with an ordinary camera enclosed in a more or less watertight case, but the prints he obtained were good enough to encourage him to continue. The development of a submarine camera enabled him to convince the French authorities that his venture was worthwhile.

CHANGING HORSES IN MID-OCEAN : One of the divers drops off his "sea-scooter" to ride on the back of a giant turtle. Alternately surfacing and then diving again to the sea-bed, the turtle gave the diver an extremely rough ride. With the aid of the aqualung gear invented by Commander Cousteau and an engineer, Emile Gagnan, the team were able to swim freely about the ocean floor. The gear consists of air bottles strapped to the back from which air is automatically fed through the masks.

are drawn along behind battery-powered
am as set in the noses and were designed
d's first camera built for undersea work.

SPOTLIGHT ON A FRIENDLY INTRUDER : While one of the divers attracts the attention of a 4-ft.-long Grouper, another directs a powerful submarine floodlight on the scene. This particular fish, nicknamed "Jo-Jo the Merou," became so friendly that he had on occasions to be shut in the anti-shark cage to enable the filming to continue without hindrance from his attentions.

SILHO ETTE FROM ANOTHER WORLD : A diver carrying a portable camera
c scends to the sea-bed. The powerful submarine lights give a curious
c udlike effect resembling a sunset never seen in this dark kingdom.

TRESPASSERS NOT WANTED : Some of the fish became so accustomed to the divers filming near them that they had to be pushed around bodily to enable the work to go on.

BRINGING LIGHT TO THE DARKNESS : Chemical torches of 150,000 candle-power leave columns of white fumes behind them as they are carried through the sea by a team of divers. More than 19 miles of film were taken with the aid of these torches burning in the water and the submarine floodlights.

FEEDING THE FISH : One of the team feeds a shoal of tiny and colourful fish from a near-by coral reef as they swim round him. This picture was taken at a depth of 100 ft.

The First of Many Victors

The Latest of the "V" Bombers is in Production for the R.A.F.

A surprise item at the opening of the new Handley Page Aircraft Erection Hall at Radlett, Herts, was the appearance of five production-type Victor crescent-winged bombers. Mr. Maudling, the Minister of Supply, who performed the opening ceremony, said of them that they will be "the equal in hitting power of any bomber we know of at the moment." No definite date has been fixed for the entrance of the Victor into squadron service. The Victor's performance is still secret but it was revealed that it had been flown at near supersonic speeds at an altitude of 50,000 ft. The four Armstrong Siddeley Sapphire jet engines are housed near the fuselage with the undercarriage retraction gear, thus allowing the outer extremities of the wings to be thinner, minimising drag and avoiding the necessity of sweeping the wings back sharply. The crescent-shape wing allows both speed and control at high and low altitudes by reducing the tendency of normal swept-back wings to "stall" at the wing-tips during slow speeds when the normal even flow of air over the wing surfaces becomes turbulent. This causes "lift" of the surface to be reduced.

THE VICTOR COMES OFF THE "TOP SECRET" LIST: Mr. Reginald Maudling, the Minister of Supply, speaking at the opening of a new aircraft erection hall at the Handley Page airfield, Radlett, Herts, when it was announced that their latest bomber, the Victor, was in production for the R.A.F. In the right background is one of the new crescent-wing jet bombers.

On left—

CUTTING DOWN LANDING SPEED: One of the five Victors shown at Radlett Aerodrome demonstrates a landing with the aid of a parachute brake. This is a device common to several types of jet plane to assist in lowering landing speeds.

ON SHOW AT RADLETT AIRFIELD: The Victors carry no defensive armament, relying on the speed and height at which they operate to enable them to evade normal fighter interception and attack.

THE NEW AIRCRAFT ERECTION HALL: The new building at the Company's airfield made a striking setting for five of the Handley Page Victors. They were a surprise item at the opening by Mr. Maudling.

THE VICTOR IN FLIGHT: The crescent-shaped wings which are peculiar to the aircraft are clearly discernible. They allow extremely fast speeds at the high altitudes at which the bomber will normally fly and operate with good control at low speeds near the ground.

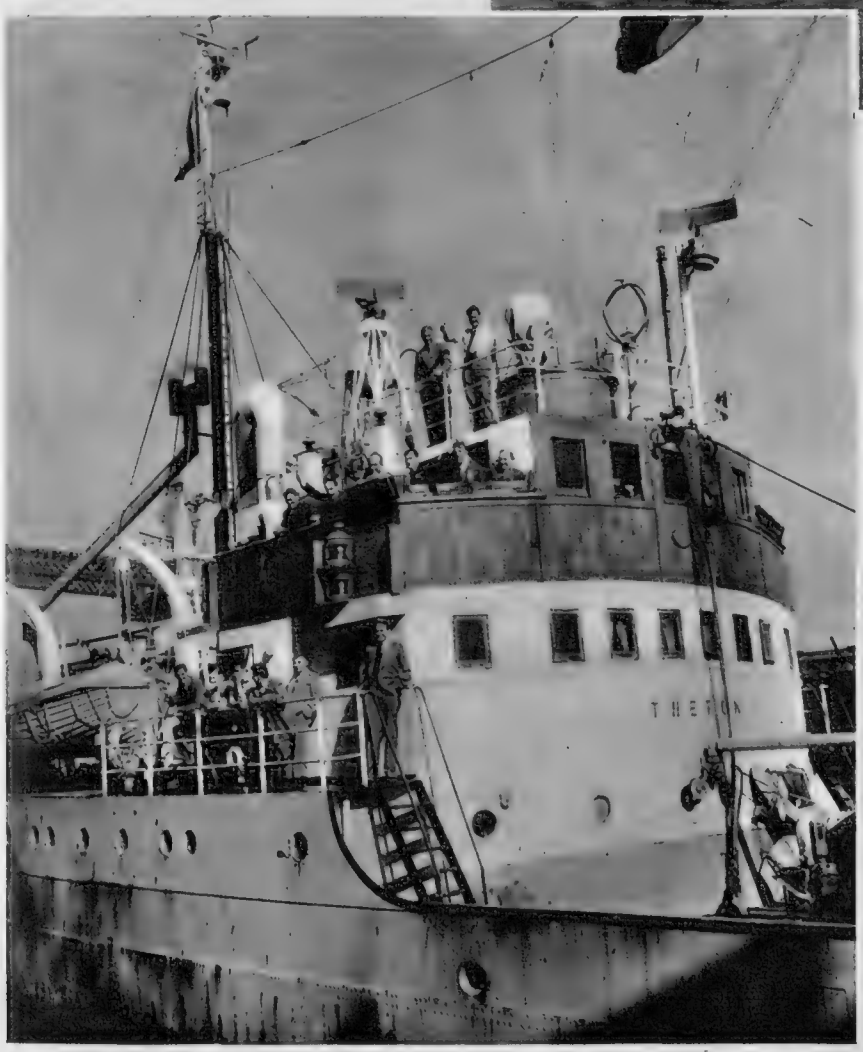
The Return of the "Theron"

The Trans-Antarctic Expedition's Vessel arrives back in London from Vahsel Bay

HOME FROM ANTARCTICA: The leader of the Trans-Antarctic Expedition, Dr. Fuchs (on left), and Sir Edmund Hillary at Butler's Wharf.

Showing signs of her battle with the ice-packs of the Weddell Sea, the sealer *Theron* returned to London from Antarctica with members of the Trans-Antarctic Expedition on board. She brought back eleven of the original party, including the leader, Dr. Vivian Fuchs, and Sir Edmund Hillary, who is to lead the New Zealand team next year. An advance party of eight men were left at the Shackleton Base in Vahsel Bay to survey the main expedition's route next year. The *Theron* survived the difficult voyage very well, but the return voyage will be made in another vessel, the *Magga Dan*, of 1,600 tons, now being built in a Danish shipyard. Dr. Fuchs described the setting-up of the Shackleton base as "quite successful" and added that from land and air reconnaissances he thought the chances for the coast-to-coast crossing of Antarctica next year were good. Pictures of the Shackleton base can be seen on pages 242–43.

COMING UP THE THAMES: After her eventful voyage the sealer *Theron* comes into Butler's Wharf. Two months ago she was trapped in the ice-packs of the Weddell Sea and she still bears the scars of that encounter. The *Theron* carried the advance party to their winter base on the shore of Vahsel Bay.



THE "THERON" TIES UP: Members of the expedition wave on board the *Theron* as she comes alongside the wharf. At the top, second from right, is Dr. Fuchs, and just below on the ship's bridge, second from right, is Sir Edmund Hillary.

FROM ANTARCTICA TO TOWER BRIDGE: The crowded ships in the Pool of London gave the *Theron* a rousing welcome with hooting sirens as she berthed below Tower Bridge. Wives, families and friends of the team were at the quayside.

Disaster on the Rocks

A French Trawler Founders off the Cornish Coast; an Italian Freighter Aground off Massachusetts; a Swedish Freighter Collides with a Liberty Ship off Norfolk, Virginia

THE FRENCH TRAWLER "VERT PRAIRIAL" SINKS NEAR LAND'S END WITH THE LOSS OF HER ENTIRE CREW: These three pictures show the ill-fated 570-ton trawler as she was gradually overwhelmed by the sea after crashing on the rocks off Wireless Point, near Porthcurno, Cornwall. There were no survivors from the crew of seventeen. The ship was bound from Brixham to her fishing-grounds off the Irish coast. Although the ship put out radio messages for help, she is believed to have omitted her position. After the messages had been picked up by various ships, the naval authorities at Plymouth were notified and rescue organisations were alerted. But it was not until the wreckage had been sighted by a local resident that full-scale rescue operations could be put into motion. By then it was too late. Aircraft with survival kit and a helicopter with a naval doctor were sent to the scene of the disaster, but there was no sign of any survivors. Penlee lifeboat was also launched from Penzance. The search party sent out by the local coastguard station went quickly into action when news of the disaster came through from Mr. Leslie Trewern, who lives close to Chapel Cove. They negotiated about ten miles of narrow roads from St. Just in ten minutes and were rapidly followed up by police and ambulances. Among the debris found on the rocks was the ship's lifeboat, badly damaged.

A VICTIM OF A BELATED SNOWSTORM WHICH SWEPT ALONG THE EASTERN UNITED STATES IN MID-MARCH : The Italian freighter *Etrusco* is seen high and dry close to Scituate Harbour, Massachusetts, after being driven ashore during severe wintry weather. The ship went aground when the storm was at its height, and the U.S. Coast Guard was prevented by high waves from launching a lifeboat. Her entire crew of thirty were eventually rescued by breeches-buoy at high tide. The entrance to the harbour is marked by the breakwater in the right background. *On right*—This picture, taken several days after the freighter had gone aground, shows how high she had been driven on to the beach. Some members of the crew returned to the ship while salvage plans were being discussed. The storm in the eastern region of the United States caused damage to many other ships.

A SPECTACULAR COLLISION WHICH TOOK PLACE LAST MONTH OFF THE COAST OF NORFOLK, IN VIRGINIA : This aerial view shows the Swedish freighter S.S. *Nyland* after she had almost cut in two the Liberty ship *E. Kirby Smith* during a collision in the early hours of the morning. The bows of the *Nyland* are deeply embedded amidships of the Liberty ship. There are no reports of any injuries to the crews of the two vessels. The *E. Kirby Smith* was anchored at the time the collision occurred.

DOWN TO THE SEA

New Ships, Built in Britain, Prepare for Their Maiden Voyages

Below—

A NEW VESSEL FOR THE ISLES OF SCILLY-PENZANCE SERVICE: The R.M.S. *Scillonian* has been built by John Thorneycroft and Co., Ltd., at their Woolston (Southampton) yard for the Isles of Scilly Steamship Co., Ltd. She replaces the ship of the same name which has been in service between Penzance and the Scilly Isles for thirty years. Her main duties are the conveyance of summer visitors to the islands and the transport of the islands' flower harvest and potato crop. The *Scillonian* has accommodation for about 500 passengers, a crew of fourteen, and a cargo-storing capacity of 26,000 cubic feet. She has an overall length of 208 ft. 6 ins., and the gross tonnage is approximately 930 tons.

THE "REINA DEL MAR" PREPARES FOR HER MAIDEN VOYAGE: Undergoing sea trials in Belfast Lough is the Pacific Steam Navigation Company's new 19,350-ton liner which has accommodation for 776 passengers. She will leave Liverpool for her maiden voyage on May 3 to Bermuda, Nassau, Havana, Kingston, Panama, Ecuador, Peru and Chile. Built by Harland and Wolff, the 600-ft. liner is the largest British ship serving the Pacific coast of South America.

Below—

THE NEW "EMPRESS" ON TRIALS: The gleaming white Canadian Pacific liner *Empress of Britain* makes a turn for a second run of 21 knots during her trials. She later returned to Glasgow to finish her fitting-out before her maiden voyage from Liverpool to Montreal on April 19. The new 26,000-ton liner, launched by the Queen last June, was built by the Fairfield Shipbuilding and Engineering Company, of Govan, Glasgow. She has accommodation for 150 first-class passengers and 900 tourist passengers. Denny-Brown stabilisers help to maintain steadiness during rough seas.

A NEW VESSEL FOR THE NORWEGIAN-AMERICA LINE: The motor-ship *Bergensfjord*, which is being built at Wallsend-on-Tyne, by Swan, Hunter and Wigham, Richardson Ltd., will make her maiden voyage on May 30. This picture was taken during an early stage of fitting-out some weeks ago. The ship will be ultra-modern in appearance, with a curved raked bow and strongly curved streamlined superstructure. She will carry 890 passengers and 1,200 tons of cargo.

POWER FOR THE NEW NIGERIA: Smoke rises from one of the chimneys of the big Ijora "B" power plant, outside Lagos. It was formally opened by the Queen during her recent tour. It is built of concrete on an island reclaimed from a mangrove swamp.

A TRADING COMPANY'S PORT: A large vessel lies beside the quayside at Burutu, the private port of the United Africa Company, about twelve miles inside the mouth of the Forcados River. Founded in 1900, the installation here is now fully modernised and is open to all shipping.

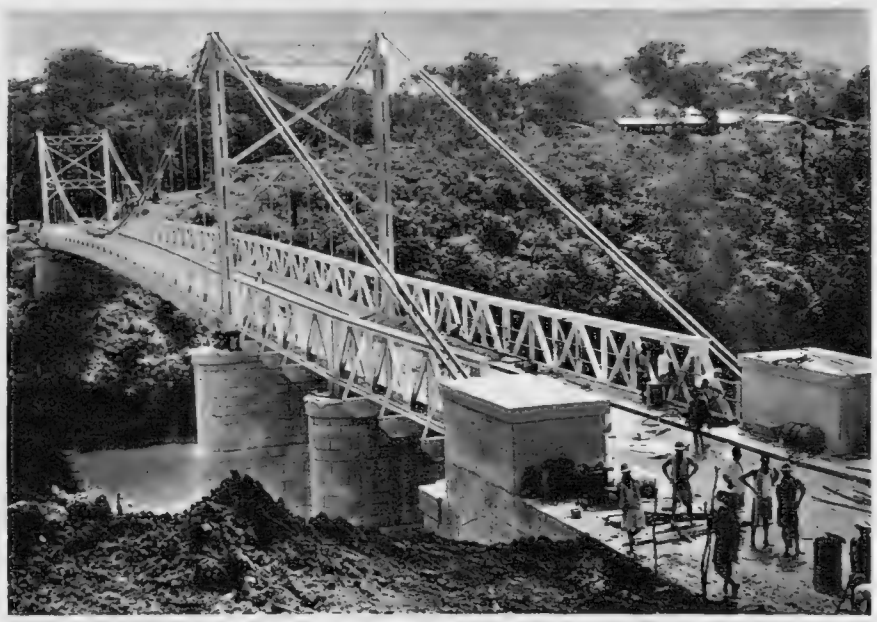
INDUSTRIAL DEVELOPMENT IN NIGERIA

Britain's Largest Colony is Making Dramatically Rapid Progress Towards Becoming a Modern Industrial State

By JOHN MAY

The recent visit to Nigeria of the Queen and the Duke of Edinburgh concentrated interest in the largest British Colonial Territory. This special section was prepared for publication immediately after the Royal Tour, but owing to the dispute in the Printing Industry it could not appear until now.

On right—
AHEAD OF SCHEDULE: A bridge nearing completion over the Cross River in Eastern Nigeria. It carries the high road from Enugu, the regional capital, to the borders of Nigeria and the British Cameroons. The contractors for this project were the firm of Dorman Long and the work was finished six months ahead of schedule



NIGERIA'S FIRST TEACHING HOSPITAL: The buildings rise for the University College Hospital in Ibadan, in Western Nigeria. Constructed by Messrs. Costain, it will have 500 beds for in-patients, with excellent operating theatres and other facilities. Accommodation is also being provided here for some 160 students.

AS the United Kingdom's largest dependency—a country of 30,000,000 people, growing towards maturity with tropical swiftness—the Federation of Nigeria became acutely conscious in the 1939-45 war that it relied perhaps far too much on imported manufactured goods.

There was no fighting in Nigeria. But the frustration of quotas and shipping difficulties pointed to the need for industrial development. Fifty years ago, Nigerians trotted single file along bush paths, and communication was by African drum. To-day, there are roads and radio. Development of industry promises to be similarly dramatic.

In a country which might fairly be labelled as "Made in Britain," the main undertakings are naturally British. There is a long tradition of friendship with Britain. It began, of course, with the enterprise last century of such merchant adventurers as John Holt, the founder of the present-day import-and-export industry of John Holt and Co. (Liverpool), Ltd.

Holt, a Liverpool coal-dealer's apprentice, became Secretary to the British Consul in the Spanish island of Fernando Po, who had a cork leg and a coloured wife and ran a merchanting business. Holt bought the business when his employer died, and to-day the main stronghold of the company, which has a business running into millions a year, is in Nigeria. A fine new head office was completed last year in Lagos.

John Holt and his brothers originated, too, the Guinea Gulf Line by their purchase in 1868 of a 65-ton two-masted schooner. The line, no longer confined to carrying John Holt cargoes, now operates five ocean-going ships to this part of the world. Two more are on order, while the two most recent are fitted with 75-ton derricks for lifting such cargo as locomotives and Diesel rail cars.

Ships cannot operate efficiently without ports, however. A common sight at Lagos in recent years was a queue of ships down the centre of the harbour awaiting their turn to tie up. Accordingly, Richard Costain Limited were awarded a contract in 1950 for the lengthening of the wharf to provide a further five berths.

This new Apapa Wharf extension, one of West Africa's finest engineering feats, cost £4,500,000 and provides Lagos with one of the most up-to-date of the world's smaller ports. It was opened by the Queen on February 10.

The port facilities—transit sheds, shipping offices, Customs house, warehouse and other stores—are built on 100 acres reclaimed from the harbour bed. With

(Continued on following pages)

PART OF THE NEW EXTENSION AT APAPA WHARF, NEAR LAGOS: The whole of this ambitious project was opened by the Queen. The new wharf has been built at a cost of £4,500,000 and is 2,565 ft. long. The facilities include berthing for five ships, transit sheds, a Customs house and a warehouse. The harbour is linked to railways and modern roads.

A ROYAL VISITOR AT A TIN MINE: The Duke of Edinburgh watches workers in the mines on the Jos Plateau during the Royal tour. Tin is one of the main industries and exports of Nigeria. Columbite, found with tinstone, and a valuable metal for making jet engines, is also mined in Nigeria.

THE PREMISES OF ONE OF THE BIGGEST BUSINESS ENTERPRISES IN NIGERIA: The new Head Office of Messrs. John Holt Limited was opened last year in Lagos. The tower is a local landmark.

A LOCOMOTIVE FOR THE NIGERIAN RAILWAYS: It is being swung aboard the S.S. *Elizabeth Holt*, of the Guinea Gulf Line, at Glasgow, for shipment. Nigeria has a 2,000-mile rail network.

INDUSTRIAL DEVELOPMENT IN NIGERIA

(Continued from previous page)

much of the Nigerian coastline made up of swamp, there is considerable reclamation to be done on these lines. The Westminster Dredging Co., Ltd., cleared 750 acres at Apapa of the mangoes growing in it, then dredged and pumped ashore, over distances of up to a mile, some 5,000,000 cub. yds. of sand filling.

Another 224 acres was reclaimed by the same firm at Ikoyi South, on Lagos Island, last year. In six months, approximately 1,400,000 cub. yds. of sand were dredged from Five Cowrie Creek and pumped ashore. The work was completed only recently, but already roads and houses are being constructed there.

Nigeria has 32,000 miles of roads running inland from its ports. Less than a tenth of the mileage so far is metalled, much of the rest being a winding ribbon of red laterite "at times so corrugated," according to a traveller, "that any speed less than 50 m.p.h. shakes a car to pieces." Three million tons of goods a year for international markets go by road, and transport rates on unsurfaced roads are 25 per cent. above those for bituminous highways. The need for better roads is urgent.

The Shell Company provides the main supply of bitumen to Nigeria, either hot or as emulsion, for road-making. Fourteen tanks for the storage of all main petroleum products, including bitumen, have just been officially opened at Apapa. Courses on bitumen application have been given to public works engineers, and a fleet of 8,000- and 15,000-ton bitumen tankers built to bring supplies from the Netherlands West Indies.

As important as its roads, Nigeria has some 4,000 miles of navigable rivers. But the tributaries of these can be a serious hindrance to road transport in the rainy season (Britain's summer and autumn), when a shallow ford may become a torrent 10-15 ft. deep. The highly adaptable Bailey bridge, exported by Engineering and Industrial Exports Limited, agents for Thomas Storey (Engineers) Limited, is being used to carry roads over many such obstacles.

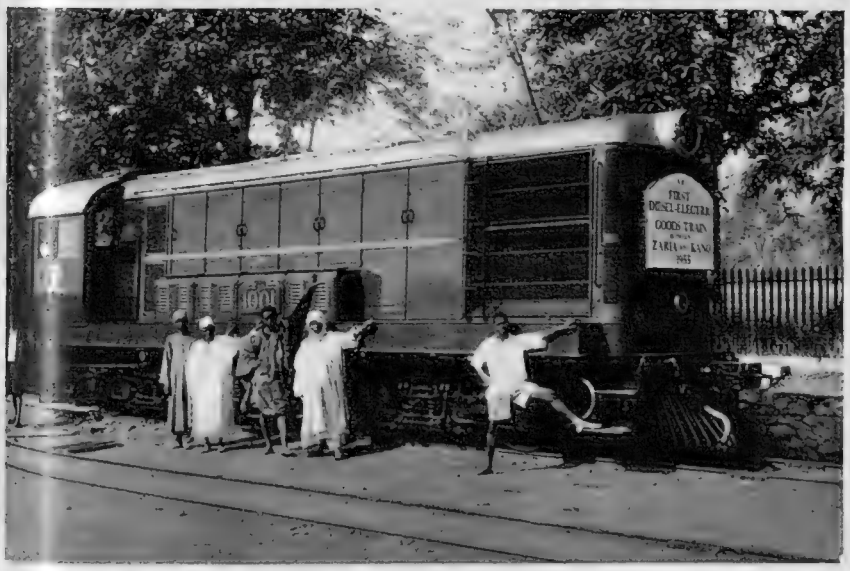
Railways meanwhile link all the principal towns in a 2,000-mile network which carries 5,500,000 passengers and 2,500,000 tons of freight a year. To meet the increasing demand on rail traffic, a new terminal was opened at Lagos last year, while ten 750-h.p. Diesel-electric locomotives had been ordered from the English Electric Company in 1953. The first of these locomotives went into service last year on the northern section of the line, where there is considerable freight movement between Zaria and Kano. Two of them were used to pull the Royal train.

Kano is one of Nigeria's international airports, the other being at Lagos. A B.O.A.C. airliner from Britain arrives daily at Kano in the early hours of the morning, and the West African Airways Service links the airport with a score of other airfields in Nigeria. One of Shell's new up-country depots is at Kano, where there are facilities for storing aviation fuel. A pipeline has been laid from the depot to Kano airport.

Hurrying over these routes, prior to the arrival of the Queen and the Duke of Edinburgh, went many officials and engineers arranging the modern equivalent of "roses, roses all the way." One of them was a lighting expert from the General Electric Company. Immediately the Royal tour was announced, the G.E.C. was asked by the Electricity Corporation of Nigeria to

ONE OF THE MOST UP-TO-DATE OF THE WORLD'S SMALLER PORTS : A large stacking area lies behind the berth-side buildings at Apapa Wharf extension, which is one of the finest engineering feats carried out in West Africa. An area of 100 acres was reclaimed from the bed of the existing harbour for the construction of the extension and 2,500,000 tons of sand deposited for the basis of the foundations. Over 11,000 concrete blocks, each weighing from 8 to 15 tons, were cast upon the site and some 400,000 tons of stone were transported from quarries 65 miles away. Some 2,300 men were employed.

LAND RECLAMATION : The discharge end of a 26-in. delivery pipe deposits sand from a suction dredger clearing a site a mile away on land being reclaimed at Apapa. This work is in the hands of the Westminster Dredging Co. Ltd.



A HISTORIC DAY ON THE RAILWAYS : The locomotive is about to pull the first diesel-electric goods train between Zaria and Kano. Ten of these 750-h.p. diesel-electric locomotives have been ordered from the English Electric Company.

A MODERN MARKET : Arcon prefabricated buildings are being erected for the new market at Jos. This fabric for roofed tubular structures, developed by five British companies, is proving invaluable for the speedy construction of many kinds of buildings.

supply floodlighting and decorative lighting for the occasion. There was only ten weeks to plan the lighting, order and ship the equipment from England, and install it in the main towns.

Among the principal buildings floodlit in Lagos—typical of the work in other towns—were the House of Representatives, the Supreme Court, King's College, Apapa Wharf, and the £3,000,000 Ijora "B" Power Station. Her Majesty formally opened this Lagos station, and visited also the Oji River Power Station, thirty miles from Enugu, in Eastern Nigeria.

Both Richard Costain contracts, these power stations present unusual features. Getting to Oji, 200 miles up-country from Port Harcourt, was a difficult journey over bad terrain for 1,200 tons of steel. And at Lagos, Costain's discovered that the subsoil of the reclaimed site would not support the building, which was therefore erected on a "buoyant" reinforced concrete cellular raft—the largest ever attempted.

In wide contrast to such modern practice as this, and that of Taylor Woodrow in building the Kano "B" Power Station, was that one sub-contractor, engaged at Kano in carrying excavation spoil, used a train of panniered donkeys.

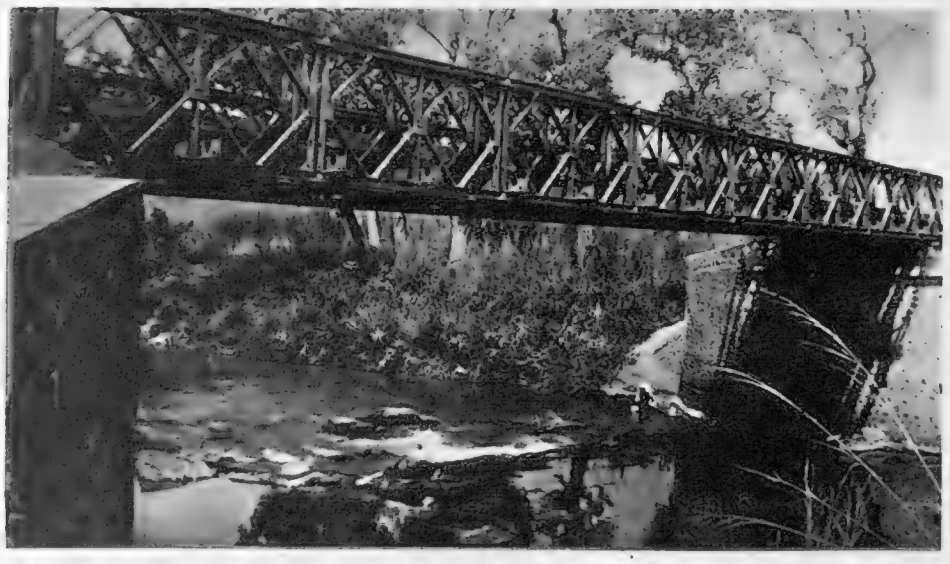
Kano "B" is not a big power station by modern standards in Britain, but it is important in Nigeria in order to meet the rapidly increasing demands of the city which is now extending far beyond its disintegrating mud walls. Building is going on apace here and elsewhere in Nigeria, and Taylor Woodrow (West Africa), Limited, have carried out scores of big contracts.

Their latest, valued at some £250,000, is for a large cotton mill at Kaduna, capital of Northern Nigeria, for Kaduna Textiles, Limited, whose managing agents are David Whitehead and Sons, Ltd., of Rawtenstall, Lancashire. Other buildings completed by this concern include the new Bank of British West Africa at Lagos, and Barclay s Bank at Kano (in Hausa architectural style, with raised points at the building's corners); the Nigerian Law Courts at Lagos, and the magistrate's court at Yaba; West Africa's first automatic telephone exchange, at Lagos; Wilberforce House (retail, wholesale and office premises) in Lagos for G. B. Ollivant, Ltd.; and such structures for the United Africa Company as the Anchor Line building at Port Harcourt, flats at Apapa, and the new headquarters buildings of shops and offices at Ibadan,

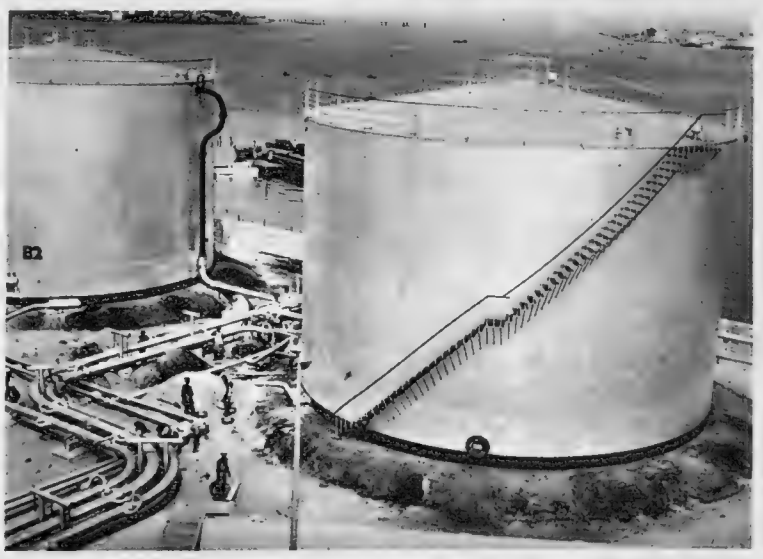
(Concluded on following page)

INDUSTRIAL DEVELOPMENT IN NIGERIA

A MEMORY OF A GREAT BRITISH PIONEER IN NIGERIA : Gidan Goldie—"The House of Goldie"—in Kano, Northern Nigeria, is the administrative headquarters of the United Africa Company there. It is named after Sir George Taubmann Goldie, who explored the Niger country in 1877 and is sometimes called the "founder of Nigeria." He united all the British interests into the United Africa Company and handed over flourishing territories when the British Government took charge in 1900. The rapid industrial development of Nigeria is a tribute to him.



BRIDGES ARE VITAL IN NIGERIA'S COMMUNICATIONS : The 80-ft. Bailey bridge at Kafanchan, in Northern Nigeria, crosses a river sometimes 15 ft. deep. Bailey bridges are exported to Nigeria by Engineering and Industrial Exports Ltd., agents for Thomas Storey (Engineers) Ltd.



BITUMEN STORAGE TANKS : They are on Apapa Wharf and were built by the Shell Company, who provide Nigeria with its supply of bitumen for road-making. It is imported in the Company's special tanker fleet.

THE CABLE AND WIRELESS STATION : The station at Ikoyi, four miles from Lagos, has been recently erected by Cable and Wireless, Ltd. Behind the roof is one of the nineteen 80-ft.-high transmission masts.

A BREWERY NEAR LAGOS : This aerial picture shows the Star Brewery of the Nigerian Brewery Ltd. The long, low-roofed structure in the centre is the main brewery building. The capital lies beyond the trees in the background. Messrs. Taylor Woodrow were responsible for this project. Nigeria is growing rapidly towards maturity. At present the great need of the country is for technicians and skilled labour.

(*Continued from previous page*)

Typical of another building technique is the new market at Jos, in Northern Nigeria, which consists of 1,450 new stalls covering 2½ acres. The market is an Arcon prefabricated building. A group of five British firms—I.C.I., United Steel, Stewarts and Lloyds, Williams and Williams, and Taylor Woodrow (Building Exports) Ltd.—has sent a coverage of 1,250,000 sq. ft. of this kind of construction to Nigeria. Built of tubular steel frames with a choice of cladding for roofs, Arcon structures have been used for all purposes from churches, theatres and factories to whole "towns" for new industries.

New ventures, aided by income-tax relief when they are starting up, are rapidly being added to Nigeria's established industries. A cement works is under construction near Enugu, Eastern Nigeria; a shoe factory is to start up in Northern Nigeria; elsewhere there is to be a new brewery. The promise of oil has so far remained unfulfilled, in spite of £12,000,000 being spent in the past eighteen years.

Tin mining is one of the main industries and tin is one of the chief exports. It is produced by forty companies, but two-fifths of the output comes from Amalgamated Tin Mines of Nigeria, Ltd. This concern is also one of the world's largest producers of columbium, found as columbite with tin, which is used for hardening steel for jet aircraft.

Other industries range from bone-crushing and fruit-juice packing to pottery, tyre retreading and rubber sheet manufacture. Essentially, however, Nigeria is a country of cocoa, groundnuts—and timber. At Sapele, in Western Nigeria, the United Africa Company has the largest industrial plant in Nigeria. It is one of the largest and most up-to-date plywood and veneer factories in the world, involving more than £2,000,000 in the timber industry through its subsidiary, African Timber and Plywood, Ltd.

For its many new and expanding activities, Nigeria urgently needs to find skilled labour and technicians—and to keep them healthy and happy. In this it is aided by such institutions as African Timber's clinic and health centre at Sapele, the shopping facilities of the "big stores" in Lagos and other towns, the Trenchard Hall given by the United Africa Company to the University College at Ibadan, and the new University College Hospital there which is being built by Costain's—the first teaching hospital to be built in Nigeria.

Early this year Nigeria's industrial development suddenly became news, and the story was sent out to the world via nineteen lattice masts which tower 80 ft. over Ikoyi, four miles outside Lagos. This is the new telegraphy, telephony and phototelegraphy station of Cable and Wireless, Ltd.—an infinite step forward from the African drums which boomed messages across the bush a century ago when Nigeria was still the source of slaves for America.

Catching Up With The News

A Six-page Section Presenting a Selection of the Most Significant News Pictures Taken Since "The Sphere" Last Appeared on February 11

World News—I

THE SULTAN OF MOROCCO RETURNS TO RABAT : Sidi Mohammed ben Yussef is greeted by a large and enthusiastic crowd on his triumphant return from Paris. He had taken part in the early stages of the negotiations which resulted in agreements signed with the French Government granting Morocco her independence. Morocco is to be allowed her own army and control of her foreign affairs. The agreements will fill the gap until a "treaty of inter-dependence" has been worked out and signed.

PRESIDENT EISENHOWER DECIDES ON A SECOND TERM : The President of the United States addresses a Press conference in the White House at the end of which he announced that he was willing to stand as a candidate for re-election to the Presidency. He said that if he was re-nominated by the Republican Party Convention in August he would conduct his re-election campaign on his administration's record in office. President Eisenhower's intentions concerning the elections in November had been the subject of wide speculation since the heart attack he suffered last September, which resulted in a long convalescence.

On right—

FORTIFYING ISRAEL'S FRONTIER : David Ben-Gurion, the Prime Minister of Israel, snatches some rest after helping with the defence installations along the frontiers bordering on the neighbouring Arab states. High-ranking military officers and civil officials erected barb-wire fences, and dug trenches in the company of thousands of Jews fortifying the frontier.

ARCHBISHOP MAKARIOS IN EXILE : The Archbishop steps ashore at Mahé, the largest island in the Seychelles group, where he has been deported following the intensive security measures taken in Cyprus by the Governor, Field-Marshal Sir John Harding. He will spend his exile at Sans Souci, the mountain bungalow of the Governor of the Seychelles, five miles from the capital, Port Victoria. With the Archbishop in exile is Bishop Kyprianos of Kyrenia, another priest and the Bishop's secretary. The Seychelles comprise a compact group of ninety-two coral-fringed islands completely isolated in the heart of the Indian Ocean. Sir John Harding announced later that he had taken this action under the Emergency Powers Regulations.

ORIENTAL SPLENDOUR AT CAMBODIA CORONATION : King Norodom Suramarit and Queen Kossamak are borne through the streets of Pnom Penh, the capital of Cambodia, following their coronation. The sixty-year-old King has succeeded his son, Prince Norodom Sihanouk, who abdicated in his favour and is now the Prime Minister. The new King was named to the succession by the Crown Council a year ago in accordance with the wishes of his son. He has held Government office and been chairman of the Council of Regency. The magnificent ceremonies which accompanied the coronation lasted an entire week and were a mixture of extraordinary colour and pageantry carried out against a background of exotic scenery. King Suramarit has not been King before, the succession being a matter of choice.

Catching Up With The News

World News—II

ARAB LEADERS IN CONFERENCE : Round the table at the Republican Palace in Cairo are, from the left—Mahmoud Fawzi, the Egyptian Foreign Minister ; Sayed El Ghazzi, the Syrian Prime Minister ; Sayed Shukri El Kuwatly, the President of Syria ; King Saud, of Saudi Arabia ; Colonel Nasser, Prime Minister of Egypt ; Yussef Yassin, the Saudi Arabian Foreign Minister ; and Wing-Commander Aly Sabri, of Egypt. The conference between Egypt, Saudi Arabia and Syria, which lasted six days, issued a guarded statement at its conclusion. Plans for strengthening "the ties binding the Arab world" were mentioned, without any specific details. Support was offered to Jordan (but efforts to bring King Hussein to the conference were unsuccessful). The Bagdad Pact was condemned. But some days after the conference Colonel Nasser was publicly rebuked by Britain for the attitude he has taken to the Pact.

THE BRITISH AMBASSADOR IN MOSCOW IS TELEVISED FOR THE SOVIET PEOPLE : Sir William Hayter (centre) sits before the cameras in a Moscow television studio. On the left is Mr. Yenossiansov, director of the studio, and on the right Mr. J. A. L. Morgan, Third Secretary at the British Embassy, who interpreted the bulk of the Ambassador's remarks. It is believed to be the first time a non-Communist Ambassador has appeared on Soviet television. Sir William's talk was also broadcast on the Soviet nation-wide radio network. Sir William was speaking about the forthcoming visit to Britain of Marshal Bulganin and Mr. Khrushchev. He expressed the hope that this would lead to more exchanges of visits between ordinary citizens of Britain and the U.S.S.R., and warned his Russian listeners against certain misconceptions they might have about life in Britain to-day from reading Dickens

AFTER THE WORST BLIZZARD FOR SEVEN YEARS IN NEW YORK : Pedestrians walk in the middle of Carmine Street, which is normally jammed with traffic. But the only vehicles to be seen are stationary, presenting grotesque shapes in their coverings of snow. In some parts the fall was 20 ins. deep.

ON THE EVE OF SPRING : The blizzard continued to fall on New York for the fourth day when the official start of Spring was only twenty-four hours away. The raging snow swept across fourteen of the north-eastern States and the death-roll was reported to be 135. In Suffolk County, Long Island, a state of emergency was declared and civil defence workers were warned to meet a "natural disaster." Thousands of cars were abandoned on roads. In New York, 7,000 men worked round the clock to clear 600 miles of streets. LaGuardia Airport was closed, public transport was dislocated, many schools and offices were unable to open and business losses were estimated at £50,000,000. Business in Boston, Philadelphia and Newark was also affected. The tempest roared far into the Atlantic. The liner *Queen Elizabeth* was delayed for a day in entering New York because of rough seas

FRANCO-TUNISIAN AGREEMENT SIGNED : Tahar Ben Ammar (on left), the Prime Minister of Tunisia, and M. Christian Pineau, the French Foreign Minister, sign a protocol of agreement in Paris recognising Tunisia's independence. The agreement stipulated that the Treaty of Bardo which established the French Protectorate in 1881 can no longer stand as a basis for the relations between the two countries. Tunisia, like Morocco, is to have her own army and control of her foreign policy.

GATHERING OF LOYAL ALGERIANS : M. Vivie de Regie (in front), the Sub-Prefect of Bouira, in the Palestro area of Algeria, addresses a crowd of around 5,000 Moslem Algerians who had gathered at Bou Retni to declare their loyalty to the French authorities in their fight against the rebels in the North African provinces.

M. MENDÉS-FRANCE GIVES EVIDENCE AT SECRETS TRIAL : The former French Premier, Pierre Mendés-France, who is Minister of State in the present Republican Front Government, arrives at the Military Court in Paris to give evidence in the trial of four men accused of giving away Indo-Chinese war secrets in 1954. The " Leakages Affair " is front-page news in Paris.

ARAB LEGION PRESENTATION TO KING HUSSEIN : The new Commander of the Arab Legion, Major-General Radi Ennab, presents a golden sword to King Hussein of Jordan as a symbol of the Legion's loyalty and obedience and as a token of gratitude for the King's " liberation " of his army from British control with the dismissal of Lieut.-General Sir John Bagot Glubb. On the table at the right can be seen a jewel-studded baton which was also presented to the King. General Glubb was dismissed from his post after twenty-five years' army service with the Arab Legion as a result of a threatened coup by Arab officers.

COURT OF INQUIRY IN CYPRUS : The District Commissioner for Nicosia, Mr. Martin Clemens (seated at desk), holds an inquiry in the village school at Vasilia, 50 miles from Nicosia, into the clash between Greek and Turkish villagers which resulted in 24 persons being injured. As a result of the inquiry a curfew was imposed on the village. The disorders, the first instances of a communal outbreak on such a large scale, arose from incidents at a Turkish wedding when rioting broke out between the two races.

TURKISH YOUTHS RIOT IN CYPRUS : An angry crowd of Turkish youths stoned Greek shops and cars in Nicosia following the riots in the village of Vasilia, where the two nationalities had clashed earlier. Police and troops had to use tear-gas to subdue and disperse the rioters. Later the leader of the Turkish element in Cyprus, Dr. Kutchuk, addressed his supporters from a police van and urged them to exercise restraint " in the face of provocation." Dr. Kutchuk, at a Press conference later, said that if the Cyprus Government could not prevent anti-Turkish riots, then the Turks will have to defend themselves.

SIR JOHN HARDING VISITS HIS TROOPS : The Governor of Cyprus speaks to a sergeant of the Wiltshire Regiment during a visit he paid to the regiment in their Kyrenia Mountain camp. The visit was made shortly after the Field Marshal had slept on a time-bomb which failed to explode owing to a faulty timing mechanism.

THE REPUBLIC OF PAKISTAN'S FIRST PRESIDENT IS SWORN-IN : Major-General Iskander Mirza, formerly the Governor-General, takes his oath of office during the ceremony at Karachi by which Pakistan became a Republic within the Commonwealth. On the left the Chief Justice is administering the oath. The President's wife sits at the right.

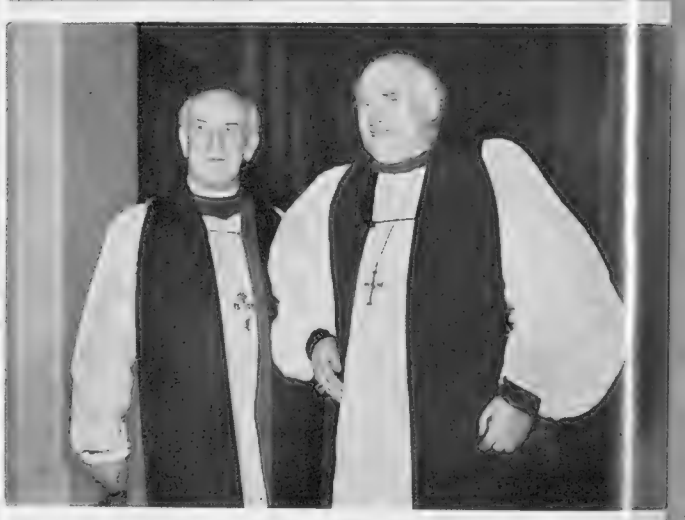
CATCHING UP WITH THE NEWS

HOME EVENTS

LONDON PRINTERS QUEUE TO ATTEND THE COURT OF INQUIRY INTO THE WAGES DISPUTE, WHICH WAS HELD AT THE NIBLETT HALL, IN KING'S BENCH WALK, TEMPLE: Following a work-to-rule decision by the unions and the subsequent dismissal of compositors and machine-minders by the employers, the Court of Inquiry was held at the end of February and the beginning of March and was presided over by Sir John Forster, Q.C. A recommendation to return to normal working while the Court was sitting failed. Later, the talks broke down and it was not until the Tuesday before Easter that work began again and the unions agreed on collective negotiations with the employers "on a craft basis."

BRITAIN RAISES THE WORLD AIR SPEED RECORD BY MORE THAN 300 M.P.H.: The top picture is from the official film of the record-breaking flights by the Fairey Delta 2. The new record achieved by Mr. Peter Twiss on Saturday, March 10, which is subject to official confirmation, stands at 1,132 m.p.h. The F.D. 2, seen clearly *below*, is powered by a Rolls-Royce turbo-jet fitted with the additional boost of re-heat. An American F-100 C Super Sabre flown by Colonel Hanes previously held the record. Britain has not held the record since September 1953, when a Vickers Supermarine Swift F4, again with an Avon re-heat engine, averaged 735.7 m.p.h. over the Libyan desert.

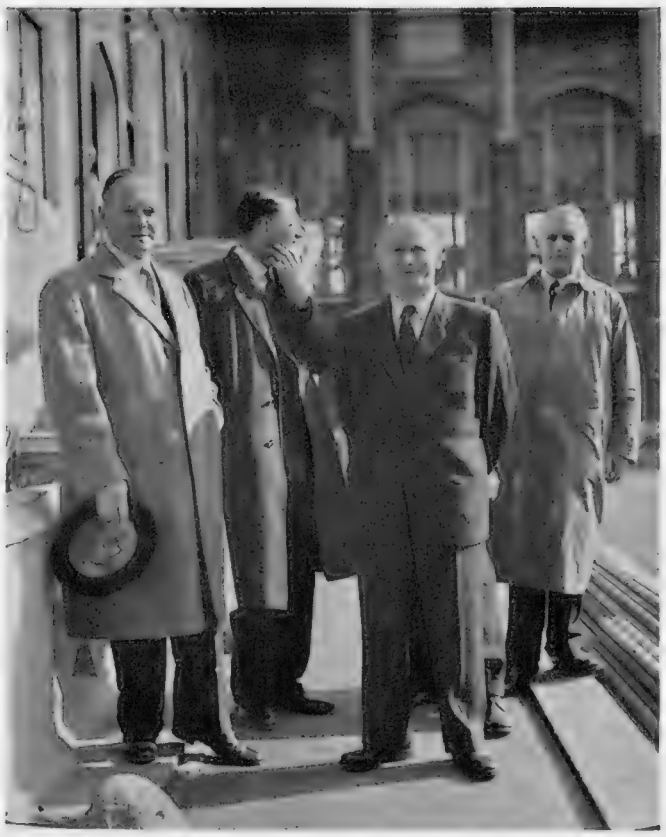
THE ENTHRONEMENT OF THE 113TH BISHOP OF LONDON: The Right Rev. Henry C. Montgomery Campbell is seated in the episcopal throne in St. Paul's Cathedral by the Archdeacon of Canterbury, the Venerable A. Sargent. In the right foreground are the Dean and Chapter of St. Paul's, one of whom is the former Bishop, Dr. Wand. The enthronement was witnessed by representatives of all the parishes of the diocese, and also present in the Cathedral were the Lord Mayor and Sheriffs and representatives of the Free Churches. The first part of the legal formalities was conducted in the Chapel of St. Michael and St. George, and then the Bishop left by the south-west door to take part in a procession to the great west door, where he knocked thrice with his pastoral staff. A fanfare of trumpets signalled the Bishop's return to the Cathedral. He then was conducted to the Sanctuary. Dr. Montgomery Campbell was formerly at Guildford.



THE CONFIRMATION OF THE ELECTION OF THE NEW ARCHBISHOP OF YORK: Dr. A. M. Ramsey, formerly Bishop of Durham, leaves Lambeth Palace Chapel with the Archbishop of Canterbury after the confirmation of his election as Primate of England. Dr. Ramsey was one of the supporters at the Queen's Coronation. An objection to Dr. Ramsey's election was lodged by Mr. J. A. Kensit, secretary of the Protestant Truth Society, but this was ruled out of order by the Archbishop of Canterbury, Dr. Fisher.

On right—

FIVE-POWER DISARMAMENT TALKS IN LONDON: The scene at Lancaster House on the first day of the resumed talks of the Five-Power Sub-Committee of the United Nations Disarmament Commission. On the left is the Soviet delegation; facing the camera are the Americans; on the right are the British representatives; in the foreground right are the Canadians, and in the foreground left are the French. Mr. Nutting, Minister of State, Foreign Office, welcoming the delegates to the conference, urged the necessity to "stop arguing and start acting" on the problem of disarming.



On left—

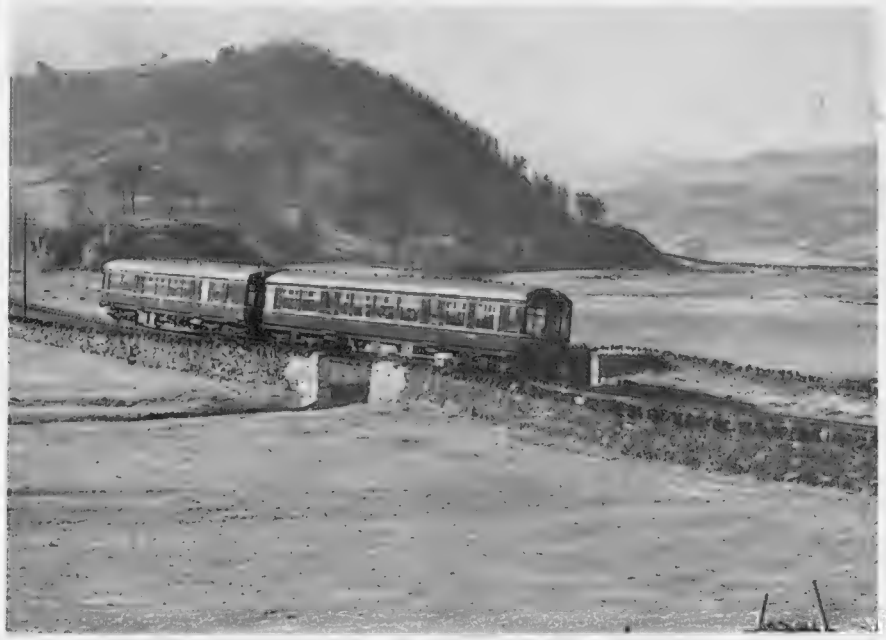
THE SOVIET STATE SECURITY CHIEF IN LONDON : General Serov (centre) after his talks with Commander Burt, of the Special Branch (left). The purpose of his visit to Britain was to discuss arrangements for the safeguarding of Marshal Bulganin and Mr. Khrushchev during their stay here this month. General Serov's arrival at London Airport caused a sensation. He came in a Soviet jet airliner—a TU 104, the first Russian jet to be seen in Britain.

On right—

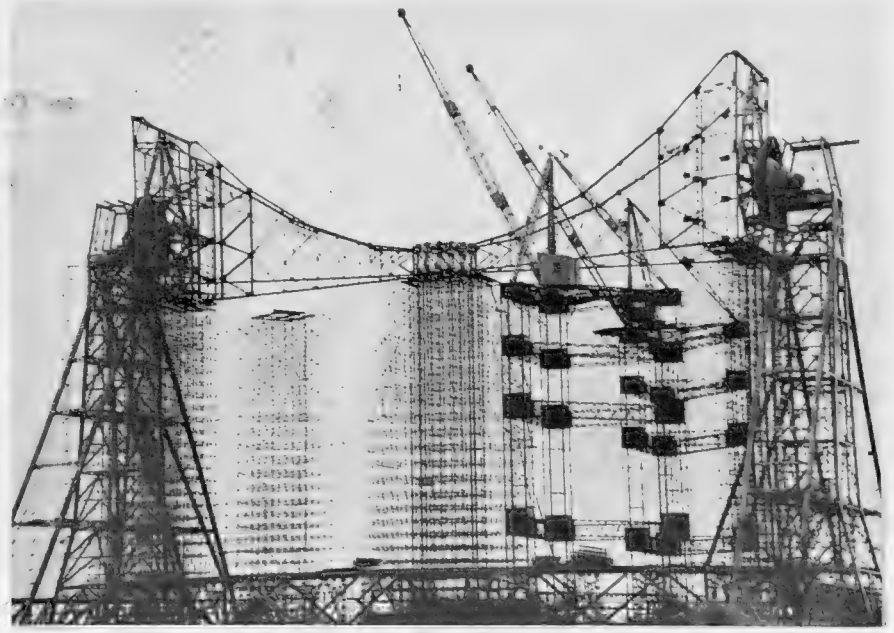
MR. MALENKOV AT THE GRAND NATIONAL : The Soviet Minister for Power Stations walks through the paddock at Aintree. Before the big race he had inspected some of the jumps. Although the Queen and members of her family were present, Mr. Malenkov did not meet them. In his three-weeks tour of Britain with a party of eleven Soviet technicians, he visited a number of power plants, atomic research stations, and factories.

A LONDON MEMORIAL TO KARL MARX : Wreaths are laid at the foot of the memorial to Karl Marx which has been set up over his grave in Highgate Cemetery. The unveiling of the memorial was performed by Mr. Harry Pollitt on the anniversary of Marx's death in 1883. The 4-ft.-high bronze head of Marx, which was sculptured by Laurence Bradshaw, stands on an 8-ft. plinth. Last November Marx's body was exhumed from a corner of the cemetery and moved to a spot more spacious for the memorial.

A NEW CHURCH BOOKSHOP AT WESTMINSTER ABBEY : Standing close to the West Door of the Abbey in the Sanctuary, it was opened last week by the Dean of Westminster, Dr. Alan C. Don. In addition to selling picture postcards of the Abbey, the bookshop is extending its sales to Bibles, prayer books and religious pictures. A bookstall was formerly situated in the Nave of the Abbey and last year sold 150,000 postcards alone. The new building was designed by Mr. S. Dykes Bower the Abbey surveyor.



A NEW DIESEL TRAIN SERVICE IN NORTH WALES : A general view of one of the new diesel trains which have recently replaced steam trains on the Llandudno-Llandudno Junction-Blaenau Festiniog line. The train in this picture is near Roman Bridge Station, which can be seen in the shadow at the foot of the wooded hill. Snowdon is visible in the far distance slightly to right of centre. The line is one of the most popular tourist routes in North Wales and runs through some of the finest scenery in the district. From Llandudno Junction, the railway follows the Conway Valley via Llanwrst to Betws-y-Coed and then up the Lledr Valley to Pont-y-Pant, Dolwyddelan and Roman Bridge and finally through to Blaenau Festiniog for the Vale of Festiniog.



THE WORLD'S LARGEST RADIO-TELESCOPE IS TAKING SHAPE : Towering over the Cheshire countryside near Jodrell Bank is this huge frame which will eventually support the world's largest radio telescope. The towers at each end of the structure are 185 ft. high and it is on these that the radio telescope will be set. The project is being sponsored jointly by the Department of Industrial and Scientific Research and the Nuffield Foundation, and is being operated by Manchester University. The radio telescope, in the shape of a parabola, will be 250 ft. wide and 62 ft. 6 ins. deep. It is being built by its designer, Mr. H. C. Husband, a consulting engineer from Sheffield. One of the functions of the apparatus, will be to measure and locate radio waves from outer space.

Catching Up With The News

Sport.

CAMBRIDGE WIN THE 102ND BOAT RACE BY 1¼ LENGTHS IN A THRILLING CONTEST : The Light Blues pass the finishing-post at Mortlake with Oxford hanging on their tail, as the Dark Blues had done all over the 4½-mile course. Cambridge had started strong favourites. They were half a stone heavier per man than the Oxford crew. Throughout training they had shown themselves superior. When they won the toss, and chose the Surrey station, it seemed that the race must result in a foregone conclusion. Conditions were excellent and the Light Blues would have the advantage of the long bend in the middle of the course. The crews went off very fast, Oxford striking 40 in the first minute to their rivals' 37. Cambridge went ahead, there was daylight between the crews and many anticipated a "procession." At the mile post, reached in one second outside the record, Cambridge were a short half-length clear. But Oxford refused to concede any further distance over the rest of the course, holding Cambridge round the bend and never allowing them to take their water. When the course was to the advantage of Oxford, it seemed at one time that they might even pull off the unexpected and win. However, Cambridge held off their repeated challenges. Both crews lacked style, but Cambridge held out their finishes, while Oxford tended to tear them out.

DRAMA AND TRAGEDY AT THE GRAND NATIONAL : The first fence collects its usual toll of casualties, including the favourite. From the left are R. Morrow, rider of Must ; Mr. C. Pocock ; Reverend Prince, whom he had been riding ; Must, the favourite ; Border Luck, with M. O'Dwyer up—they went on to the eighteenth fence, where the horse refused ; A. P. Thompson, jockey of High Guard ; Bryan Marshall crouched by Early Mist ; and High Guard, riderless (right). This year the Grand National provided one of the most dramatic scenes in its history, when the Queen Mother's Devon Loch, with the race apparently won, slipped some 50 yards from the winning-post and was unable to finish the course.

On left—

THE MOMENT OF TRAGEDY : Fifty yards from the winning-post Devon Loch has unaccountably stumbled and then sprawls. All efforts by his jockey to get him up are of no avail. Up to this instant, the crowd had been shouting for what appeared to be a certain Royal victory, which would be all the more joyful because of the presence of the Queen, the Queen Mother, and others of the Royal Family.

On right—

PREPARING FOR A ROYAL WIN : At the last fence Devon Loch (right), ridden by R. Francis, is over first with Mrs. Carvers' E.S.B., D. V. Dick up, and trained by T. F. Rimell, of Kinnersley, Worcestershire, close behind. Devon Loch proceeded to gallop on and was out-distancing E.S.B. when the unprecedented incident occurred.

The Sphere of Travel

Choosing a Base for Excursions

Dealing Generally with Holidays Abroad; Suggestions for Sightseeing Centres in France, Spain, Portugal, Italy, Austria, Yugoslavia and Greece

By GORDON COOPER

HOLIDAYS with a centre—that is, using a fixed base from which to make interesting short excursions—will appeal to many who have a liking for sightseeing. Some weeks ago in these pages I dealt with suggestions for this kind of holiday in the Scandinavian and Benelux countries, Germany and Switzerland. I now give similar recommendations for some other European countries—France, Spain, Portugal, Italy, Austria, Yugoslavia and Greece.

FRANCE.—Some time ago, during a "Travel Quiz" on the French Radio, I was unexpectedly asked which was my favourite seaside resort in France. Instinctively, I replied "Biarritz." I still adhere to this purely personal opinion. I like this smart resort on the Côte d'Argent. I also like nearby Saint-Jean-de-Luz, which may not be as fashionable but has more of the Basque character. Anyhow, both places are excellent bases from which to explore the Basque countryside, both in France and across the frontier in Spain. (For those who prefer tiny resorts, there are Guéthary and Bidart lying on the coast between Biarritz and Saint-Jean-de-Luz, and Ascain in the foothills of the Pyrenees, four miles inland from Saint-Jean-de-Luz.)

From Biarritz and Saint-Jean-de-Luz interesting excursions can be made to the lovely old cathedral city of Bayonne, where you should not miss visiting the *Musée Basque*, one of the best provincial collections in France; to Hossegor and Capbreton, attractive twin seaside resorts lying a few miles north of the Basque capital; to the interior of the French Basque country, with its typical towns and villages, such as Cambo, Saint-Jean-Pied-de-Port, Mauléon and Salies-de-Béarn; and across the frontier into Spain.

The Basque countryside is lovely and peaceful, and there is a distinctive rustic atmosphere in the villages and farms. The houses have red-tiled roofs, red balconies, and red shutters. The churches have curiously shaped towers, while inside male worshippers are segregated in balconies, with the women downstairs. Often there are glorious vistas, one of the most striking being from the Rhune Mountain, the ascent of which can be made by funicular.

Throughout the Basque country the old customs, dances and traditional dress are still maintained. The national game of *pelota* can also be watched, and even the smallest village has its *fronton* (*pelota* court). I delight in the *joie de vivre* of the people, for it is not an unusual sight to see young folk suddenly dance for joy in the middle of a street, engaging in quite complicated movements. The Basques are wonderfully agile and acrobatic in their movements, while their singing and music make an insidious appeal. Incidentally, should you visit this part of France, I recommend your reading *The Basque Country*, by Vivian Rowe (published by Putnam). It is an entertaining and informative book, telling you all about "the people who dance, or rather jump, at the foot of the Pyrenees."

SPAIN.—This country of vast distances and often of somewhat indifferent communications does not generally lend itself to holidays with a centre unless you have your own car. With this proviso, I consider Barcelona to be as good a choice as any in which to make your base. The city itself is interesting, lively and entertaining, and it has good hotels to suit all purses. Within easy reach are some fine bathing beaches—Castelldefels is especially recommended—while further afield are the resorts of the Costa Brava to the north, Sitges and Tarragona to the south.

Inland places of importance include Montserrat, the monasteries of Poblet and Santas Creus, San Cugat, Vich and Gerona. If you go to Montserrat, Catalonia's sacred mountain, enquire on arrival the times of service in the Basilica, for you should not miss the wonderful singing of the choir ("Escolaña"). There is also an outstanding collection of vestments, but these can only be seen by male visitors. The Cistercian monastery of Poblet is one of the most famous religious houses of medieval Spain, and it is in a good state of preservation, while Santas Creus, a few miles away, has a lovely church and cloisters.

San Cugat (abbey and church) can be included in a trip to Vich, whose cathedral has some amazing mural paintings by José Maria Sert. They have been described as "endless contortions of heroically striving masculinity," and I found them startling, but hardly religious in atmosphere. Don't miss the nearby Episcopal Museum, nor the Hotel Colon for as good a meal as you will find in Catalonia. Twenty-five miles north of Vich is Ripoll, where the Benedictine monastery has lovely cloisters containing hundreds of columns with wonderfully carved capitals.

Gerona, the Roman Gerunda, repays a full day's excursion. Its cathedral, dominating the town, is full of art treasures and it has the widest nave of any Christian church. The collegiate church of San Feliú contains the image of St. Narcissus, a patriotic doll, which in time of war had the power of becoming purulent and producing legions of flies. These, on occasion, are said to have stung to death entire hostile armies. Gerona itself, with the fast-flowing River Oñar traversing the town, has pleasant streets in which to stroll.

SPAIN—LOOKING DOWN ON THE DOCKS AT BARCELONA: This is the view from a hill in the centre of the city which Gordon Cooper suggests can be used as a holiday centre. The city itself is interesting, lively and entertaining, and it has good hotels to suit all purses. From it one can visit some fine beaches.

PORTUGAL.—One of the loveliest countrysides in Portugal is that surrounding the small town of Sintra. It would be a delightful place in which to stay, especially as a magnificent new hotel, the *Setais*, has recently been opened and can be recommended. From this base, a tram-ride brings you to Praia das Maçãs, with its fine beach and fine coastal scenery, while on the way there you pass through the wine-producing region of Colares—a glass of wine in one of the local inns costs a mere penny or two. On the coast, the restaurants serve delicious lobsters.

North of Sintra is Mafra, with perhaps the most gloomy Royal palace in Europe, but worth visiting for its outstandingly beautiful library and, at certain times, to hear the carillon concerts on its giant bells. Not far distant is Ericeira, a quaint fishing village with a charm all its own and a marvellous beach.

From Sintra you are within easy reach of Queluz, one of the most attractive of the Portuguese Royal palaces. Sacheverell Sitwell describes it as "one of the loveliest things of the entire eighteenth century." Lisbon, Estoril and Casacis are also in your orbit. For myself, however, the outstanding magnet is Monserrate, with its world-famous gardens, perhaps the most glorious in all Europe. I would never tire of wandering through this earthly paradise with its trees and shrubs garnered from every corner of the world, its ferns which have no rivals, and its innumerable streams and rivulets.

ITALY.—How hard it is in this most fascinating country to suggest a special base for sightseeing. Bari, Enna (Sicily), Rome, Naples, Perugia, Florence and Vicenza all spring to mind. However, a recent visit to Siena impressed me that this medieval city is a wonderful centre for the leisurely explorer. Siena itself is the perfect medieval city, while from it radiate bus services to San Gimignano, the towered-town which has scarcely changed since Dante was there, Florence, Volterra, one of the oldest and most interesting of Etruscan cities, Montepulciano, a fascinating hill-town whose red wine is famous, Pienza, an example of medieval town-planning, Montalcino, an ideal escapist haunt, Arezzo and Cortona, one of the most ancient towns in Tuscany.

The vast majority of tourists rush through Tuscany on their way to Florence, neglecting entirely the places which lie away from the main road. For those, with more restful minds, I urge a stay in Siena. "I think perhaps there is nothing in the world quite like Siena," writes Edward Hutton in *Siena and Umbria Revisited* (Hollis and Carter), "no other place, at any rate, that has just her piercing beauty, her quality of joy, of passion, of sheer loveliness." And if you like walking, there is nothing more rewarding than to use one's feet.

AUSTRIA.—There is no more spectacular area in Austria than the Salzkammergut, with its scenic wealth of lakes and mountains. The fashionable spa of Bad Ischl, encircled by mountains, makes an admirable base. Within easy reach are the Fuschlsee, Mondsee (famous for its delectable cheese), Wolfgangsee, with its two resorts, St. Gilgen and St. Wolfgang, Traunsee, a marvel of beauty, Alt-Ausseersee, Grundlsee and Toplitzsee, Gosausee, and, most delightful of all, Hallstättersee. From Hallstatt, the romantic little town which seems to be toppling into the Hallstättersee, you are within easy reach of the lofty world of hidden ice called Dachsteinhöhlen, with its twenty miles of ice-chambers and corridors, a miracle of colour

YUGOSLAVIA.—Of all the scenic road journeys I have travelled in Europe, I think the most thrilling was that which brought me from Budvah, on the Dalmatian coast, to Cetinje, the former capital of Montenegro, and then down again to Kotor. The dubious tyres on my hired car certainly contributed considerably to putting my heart into my mouth! Dubrovnik, where I was staying, is my recommendation for a holiday centre in Yugoslavia. From this fascinating town—"the fairest gem in the crown of imperial Venice"—you can make various coach tours: to Trebinje, a typical rural centre where a marriage-market is still said to be operating; to Mostar, the principal town of Herzegovina; and to Cetinje. There are also fine motor-boat excursions to the various islands off the coast, including Lokrum, where Richard Coeur de Lion was shipwrecked in 1190, on his way back to England from a crusade. Dubrovnik, by the way, can now be reached direct from London, by air, in one day.

GREECE.—While Athens is the outstanding touring centre in Greece, I suggest that the archæologically-minded would find Heraklion (Candia), in Crete, an admirable choice. The Candia Palace Hotel (ignore the "Palace") provides comfortable bed and breakfast, while other meals can be had in the town's various restaurants. Apart from the nearby Palace of Minos, there are many other fascinating excavations to be visited. These include the Palace of Phæstos and Aghia Triada, the ancient town of Gortyna, and, for the active, the summit of Mount Juktas, whence there is a breath-taking view. But all the seldom-visited villages on this historic island appeal to me, and I want to go back there.

ITALY—THE PIAZZA DELLA SIGNORIA IN FLORENCE: Among the attractions of this thoroughfare in the centre of the city is its array of statues. Florence is a suitable town as a base for a touring holiday.

The World of Books—By VERNON FANE

Lord of the Press

A Biography of Beaverbrook; Heroism and Horror in War; Life as a Prison Chaplain; A Variety of Novels with Settings at Home and Abroad

NEWSPAPERS being what they are, it is hardly surprising that the more lucrative fringes of what might loosely be termed contemporary literature contain those padded-out extensions of gossip columns known as biographies of living people.

Consider the offering from the pen of that skilled journalist and astute politician, Mr. Tom Driberg. BEAVERBOOK (Weidenfeld and Nicolson. 21s.) is so much about its subject that scarcely one of its 314 pages is without his name. Mr. Driberg calls it "A Study of Power and Frustration." The *Daily Express* says it is "A Hostile Biography." What it does not—what it cannot do—is to tell the truth about Lord Beaverbrook.

Mr. Driberg tells us that Lord Beaverbrook has a contempt for all forms of authority and tries to probe the basis and sometimes the consequences of this trait. He also tries to point out why, as a politician, Lord Beaverbrook has always been such a resounding flop. That achievement—if it is one—need not wholly be accounted to the personality of Lord Beaverbrook. The Press Lord, a twentieth-century creation, has time and again been brushed contemptuously aside by the electorate.

I do not think that Mr. Driberg's lively and entertaining piece can rate any higher than a storm in a Fleet Street teacup. Nevertheless it is an attractive and readable book.

The good old days—the golden haze—the time when things were better! It appears that nostalgia is one of the universal sentiments. It applies not only in Britain, but equally in America and in France. Miss Rose Feld has given us one of the proofs of this in her charming little volume of reminiscence, MY AUNT LUCIENNE (Gollancz. 13s. 6d.), in which the author recounts her experiences with her French relations when she visited them over the years, from her native New York. Her memoirs on the subject, crisp New York contrasted with traditional France, are very good reading; amusing, wistful and admiring.

Now for two books, in a very different key, about the bravery and brutality of the last war.

In May 1940, after an heroic and hopeless stand, more than ninety officers and men of the Royal Norfolk Regiment surrendered to an S.S. Regiment in a little village in the north of France. Their arms were taken from them and they were marched into a field where they were cut down by machine-gun fire and, where necessary, finished off by revolvers and bayonets. It was a massacre. And yet miraculously two men survived, and were free for a little while before they were recaptured by the Germans. They were Private Pooley and Private O'Callaghan, and when Pooley was repatriated on account of the severity of his wounds he told his story and the story of his dead comrades to British Intelligence officers, who did not believe him. Still ill and beginning to wonder whether in fact the whole terrible episode had not been a nightmare, Pooley made his way back to France immediately after the war.

He visited the farm which had been the scene of the tragedy, was welcomed by the Frenchwomen who had sheltered him and his companion, and returned to England, determined that in spite of physical weakness and lack of rank, the responsible criminal should be brought to trial. Mr. Cyril Joly has written THE VENGEANCE OF PRIVATE POOLEY (Heinemann. 15s.) as it happened, from the morning of the surrender to the day when Colonel Fritz Knoechlein was sentenced to be hanged. In the author's words, "A humble, crippled soldier of the British Army and his comrade reached out over Europe, tapped the shoulder of a German colonel and said: "We want you!"

When Elizabeth Denham, an English girl, married and with one baby, was "opted" into service as a British agent, it was more through her inability to say no to an offer of war service than through her intrinsic courage. At least, that is what she tells readers in her account of her own war experiences. She knew France and had many friends there. Suddenly, as she puts it, she found herself engaged in nerve-shattering experiences of crossing there by boat, airplane and, later, submarine during the war, to help on the escape network for airmen who had been shot down, and for escaped prisoners of war. She accomplished her tasks in spite of constant feelings of fright and inadequacy, carried out mission after mission, coming back each time to explain to her baby's Nanny that she had been in London for some innocuous purpose. When she was finally caught it was in the summer of 1943, and she had given herself away to two German policemen by a natural instinct when crossing a road near them. I LOOKED RIGHT (Cassell. 12s. 6d.) is one of those stories, of which there can never be too many, which demonstrate the amazing courage of a human being in whom a love of country wins over any personal and—Heaven knows—justified fears.

"A RESPECTED OFFICIAL OF THE FOREIGN OFFICE": The book jacket design for Richard Llewellyn's new novel, *Mr. Hamish Gleave* (Michael Joseph. 12s. 6d.), depicts the frustrated idealist who is the central character of a story which must inevitably evoke comparison with the Burgess and Maclean case.

The next book is not precisely autobiography but a collection of sketches and word portraits of the men and women, boys and girls who may have affected and helped to shape the character of a man, particularly when that man has the particular sensitivities of a born writer. In A GALLERY OF MIRRORS (Gollancz. 16s.) Mr. Richard Heron Ward tells the reader, in eighteen distinct but complementary chapters, how people, and the situations to which they contributed, changed and formed his personality. It is a candid and revealing book, with the exceptional quality of objectiveness; not an endearing book but an interesting one.

PRISON WAS MY PARISH (Heinemann. 18s.) is the autobiography of the Reverend Baden Ball, who joined the Church Army as a young man, and after a missionary tour of England sailed for the railway and lumber camps of New Zealand. At the end of a four-year mission there, he left from Auckland and reached England to begin a twenty-five-year appointment as prison chaplain at Dartmoor and Wandsworth. Now, as vicar of a Dorset parish, Mr. Ball sums up his life, and his faith that "by God's Grace I am sure that there is no real failure or defeat, if the heart will persevere and the soul trust and try again."

WINTER IN MAJORCA (Cassell. 15s.) is an illustration of the fact that women, when both roused and literate, can be quite as violent in their writing as any man, with the possible exception of Dean Swift. This book, in the main, consists of Mr. Robert Graves' translation of George Sand's account of her visit to the island in 1838; also of a long passage from her autobiography and a refutation of George Sand's attacks on his countrymen by Don José Quadradé, written in 1841 when the barbs still rankled. Nothing is clearer than that George Sand had a difficult time in the island, and nothing is more patent than her dislike of Majorcans. She was certainly unjust in her strictures, but reading the whole account of her visit to the island one is inclined to dismiss that prejudice and think only of how well she wrote.

Mr. David Walker has previously written four novels of which the last, *Geordie*, was a great success, and I am happy to tell you that his latest work, HARRY BLACK (Collins. 12s. 6d.), is head and shoulders above anything he has yet written, a mature and important novel and highly to be commended.

This is the story of a youngish man living in India at the present time. He has been a soldier, a prisoner of war and, until the story opens, a married man. He is physically tough, independent, hard drinking, embittered and likable. It is a story that is as interesting psychologically as it is in its magnificent descriptions of country and adventure: a real achievement from a writer you should remember.

Compared with the welcome that country people give to a townsman who buys a farm among them, a cold shoulder would be an effusive greeting, and this is the theme that Miss Doreen Wallace has chosen for her new novel, THE INTERLOPER (Heinemann. 12s. 6d.). Very readable and with a superb and unquotable final line.

FLY AWAY, DOVE (Michael Joseph. 12s. 6d.), is the first novel of a New Zealand writer, Miss Darry McCarthy. Her scene is Italy and her theme the healing effect of love on a nature that has been bitterly repressed since a wartime tragedy. There is a pleasant simplicity about her writing; an effect of restraint rather than artlessness.

Among the thrillers I would like to recommend THE PINNED MAN (Eyre and Spottiswoode. 11s. 6d.) which deals with espionage and counter-espionage in our delightful present-day world, and with the master plans of the egregious Mr. Groode, whom we have met in earlier books by Mr. George Griswold.

SPIES IN AMBER (Methuen. 10s. 6d.) is by Mr. Anthony Armstrong, which is a recommendation in itself to anyone who remembers *Ten Minute Alibi*. The espionage here is international and fast-moving.

French Achievement

Professor Roe's Wide Survey

France has always maintained a firm grip upon the administration of local affairs. England has left it to unpaid amateurs—the members of County Councils and County Education Committees—believing that the less the State meddles, the healthier will be the national life. France has revealed a marked reluctance to delegate responsibility in such matters to locally elected bodies, doubtless because it fears local interests might overshadow the interests of the nation as a whole. With this kind of careful reasoning F. C. Roe, Professor of French in the University of Aberdeen, introduces us to but one of the differences between British and French civilisation which he presents in his admirable volume MODERN FRANCE (Longmans. 21s.).

This book is much lighter in texture than it would seem the subject would allow. It has brilliance and understanding. We can perceive the deceptive external likeness between Westminster and French parliamentary institutions, and everywhere the differences between British and French practice are neatly pin-pointed, not least in the realm of local government. Though no Civil Servant is dispatched from Whitehall, as he is from Paris, to govern county, borough or district council, the question of a central grant is still a dominant factor, and the differences between modern France and modern Britain are in this respect not all that great.

Professor Roe ranges far and wide in his research, through such other fields as literature, painting, music, the theatre and cinematic art. He has written a most readable book, full of high entertainment and of wisdom. Perhaps he gives a more ample view of French achievement than some of us who had not sat at his feet would hitherto have been prepared to concede.

Every country has had its great age of sail, and each in turn receives its due in Jean de la Varende's CHERISH THE SEA (Sidgwick and Jackson. 30s.). This is an historical panorama of boats and ships. The author dedicates it to his six great uncles, among them Marshal de Tourville; his two grandfathers, among them Rear-Admiral Fleuriot de Langle; his uncles, among them Vice-Admiral Fleuriot de Langle; his father, Lieutenant Mallard de la Varende, and finally his nephew, Sub-Lieutenant Fleuriot de Langle. After this it is perhaps hardly necessary to add that Jean de la Varende springs from a sea-faring family. His love of the sea emerges in every page of this flowing narrative, in which he unfolds the development of sea-going craft country by country from the days of boats scooped out of a single tree through the heyday of the fourmaster and on to the transition to steam.

The second half of this generously illustrated book treats in individual chapters of the contributions made by Venice, Genoa, Malta and Portugal, and the rise to power of the fleets of Spain, England and France. *Cherish the Sea* is translated from the French by Mervyn Savill. Many of the technical sketches are by the author.

One of the great adventures of modern times has been the first crossing of the sound barrier. That honour fell to Charles E. Yeager, a young American test pilot of vast combat experience and great resource. His aircraft was the now famous X-1, which, because it required the power of twenty-five Diesel railway engines to take it into the air, was released on its epoch-making flights from the belly of a B 29 bomber. In ACROSS THE HIGH FRONTIER (Victor Gollancz. 16s. 6d.), W. R Lundgren tells the story of Yeager's achievement, and the achievement of the army of technicians who made these pioneer flights possible. It is an enthralling tale of courage and persistence, and, above all, team work. In terms of its performance the X-1 could be called the most dangerous plane in the world, but after Yeager fifteen or more pilots flew it across the "high frontier" and no one lost his life in it. General Doolittle, in his introduction, pays a notable tribute to Yeager, the typical American small town boy who from childhood was determined to fly, and who in doing so won for himself this enviable place in aeronautical history.

Edwyn Hole, a student of Oriental languages and a distinguished Civil Servant who has been moving about the Levantine world for quite a while, deals in a masterly survey with some of the strains and conflicts which now preoccupy the Eastern Mediterranean. SYRIAN HARVEST (Robert Hale. 18s.) is a book of capital importance to students of foreign affairs. But the author does not neglect to explore some of the enchanting bypaths of the Near East nor to look back into history to the days of medieval pilgrimage and the Crusades

In the far north of the Canadian tundra the Eskimo curlew makes its summer home and nests. Then as winter approaches it flies south along the whole American Continent down to Tierra del Fuego, where it stays until once more the coming of spring urges it to make its strange migration northwards again. Perhaps before many years have passed this great journey will be made no more. In LAST OF THE CURLEWS (Museum Press. 10s. 6d.) Fred Bodsworth, a brilliant Canadian naturalist, describes this great annual adventure. It is a most skilled and sensitive piece of writing, the product of intense research and love of his subject.

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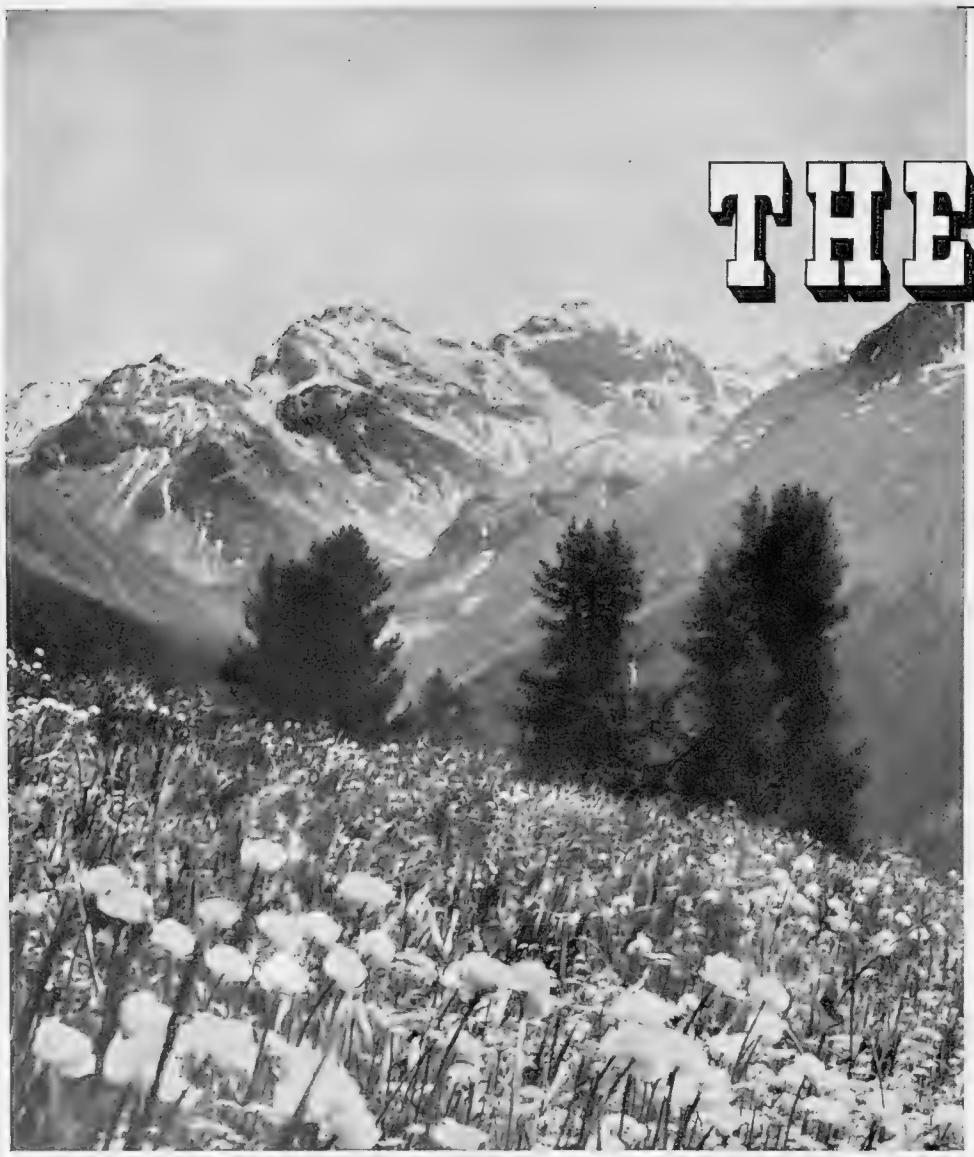

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BARON TAKES TEA WITH MRS. ERIC FONTAINE

Photographer Baron chose the drawing-room for this charming study of Mrs. Eric Fontaine and her three daughters: twelve-year-old Patricia and the ten-year-old twins, Victoria and Miranda. Mrs. Fontaine is the wife of Major Eric Fontaine, and the daughter of the late Sir Alwin Dickinson, K.C.M.G. and Lady Dickinson. Until recently the Fontaines have been living at Torremolinos in Spain, but they have now made their home at Old Surrenden Manor, near Ashford, Kent. The Manor, said to date before the Conquest, is one of the loveliest and oldest residences of its kind in England.

MRS. FONTAINE: Here we are, Mr. Baron—Patricia, the twins, and myself. Have a cup of tea and tell us what we are to do. Are the jodhpurs in order?

BARON: *Absolutely perfect. The riding kit is just what I want . . . I had in mind an informal group with plenty of atmosphere. After all, The Manor is really quite unique, isn't it?*

MRS. FONTAINE: Indeed, it is. Built before the Conquest, you know . . . it's practically a Domesday Book in itself. You *will* have a cup of tea?

BARON: *Thank you, yes . . . and from that lovely tea service! I've been admiring it . . . not quite so time-honoured as The Manor, perhaps . . . but quite superb. Queen Anne isn't it? And your own special blend of tea, too, I'd risk a bet.*

MRS. FONTAINE: Well, I'll let you in on our secret. The service *is* Queen Anne, and we *do* think our tea is pretty good. But I don't have it made up specially. In fact, it's Brooke Bond 'Choicest'. I simply order it from the grocer at Bethersden with everything else. Always fresh that way, and much the easiest. Weak or strong?

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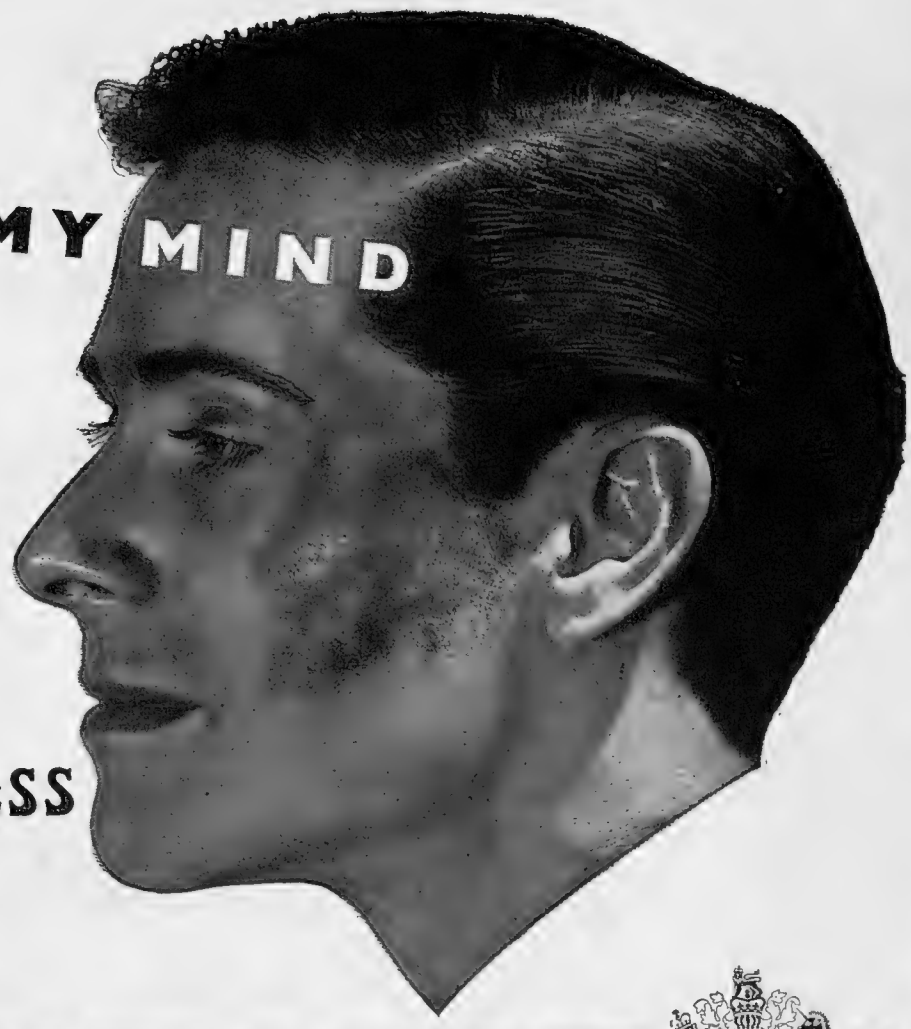

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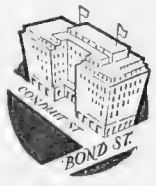

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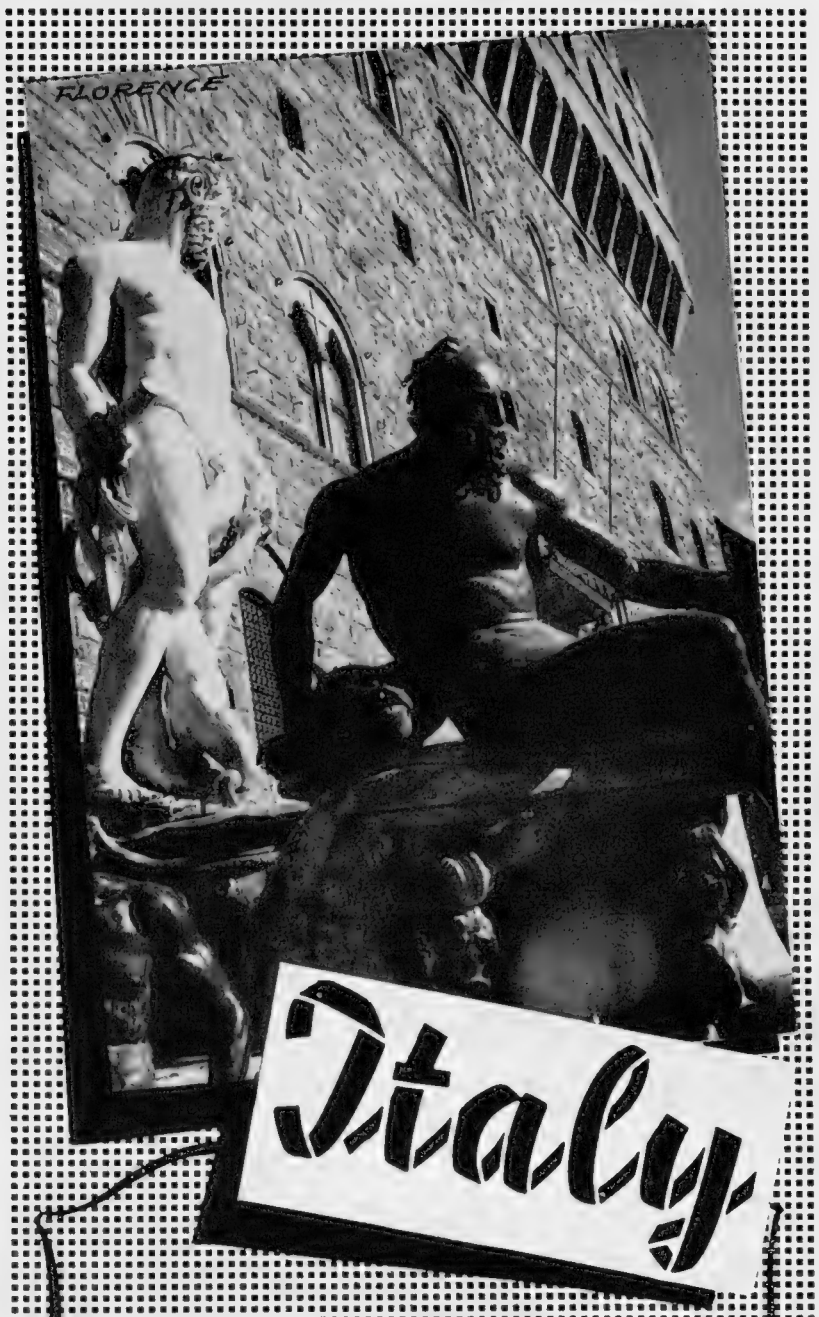

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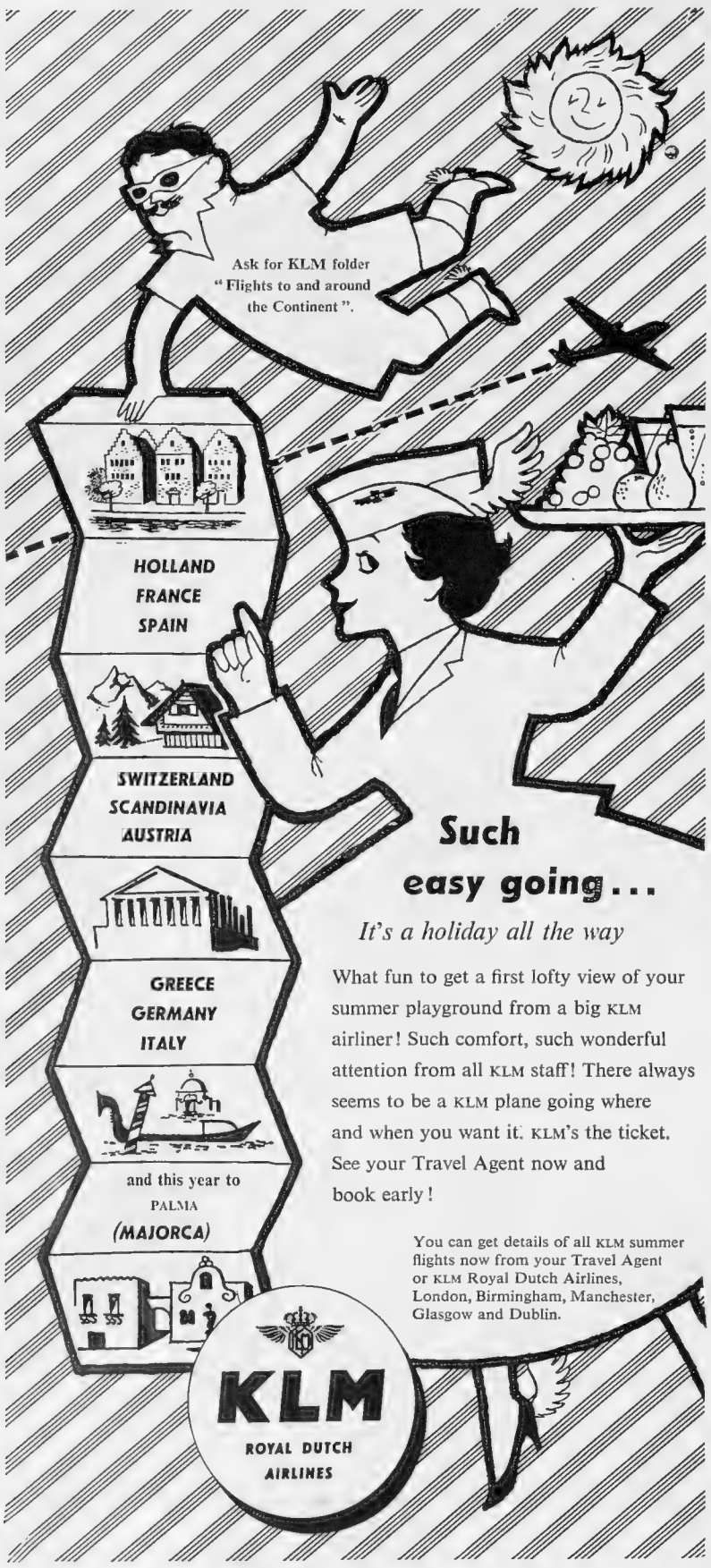

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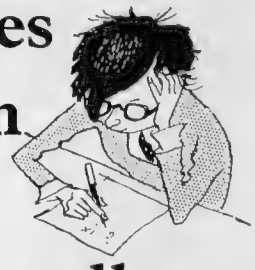

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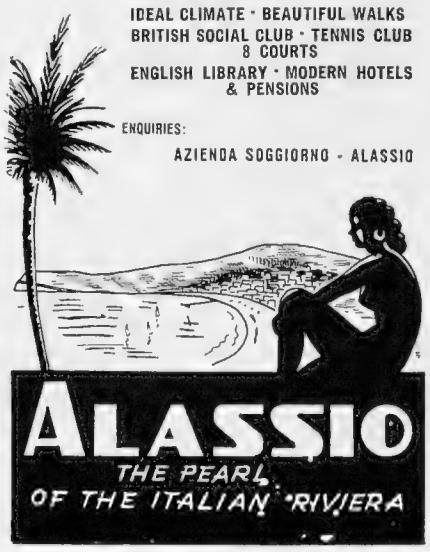

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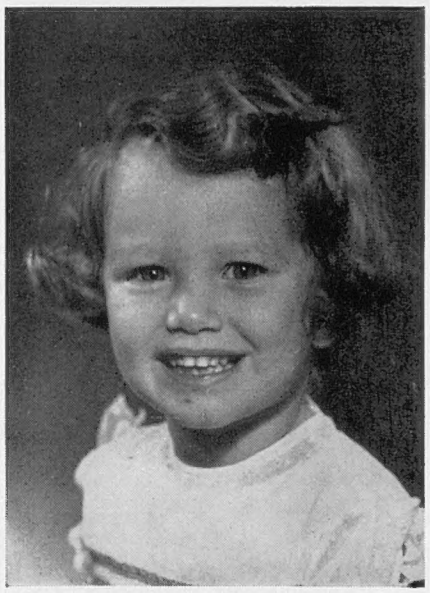

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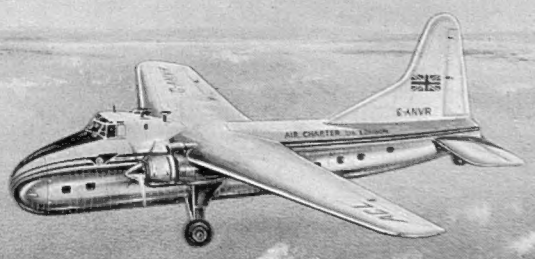

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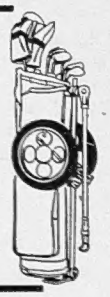

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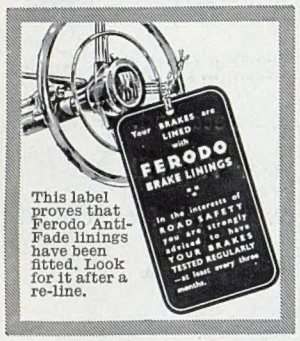

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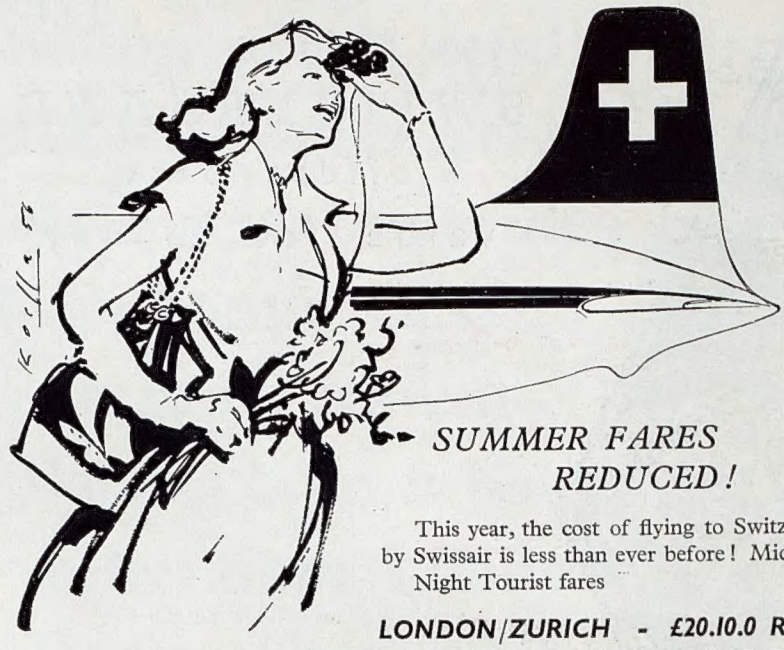

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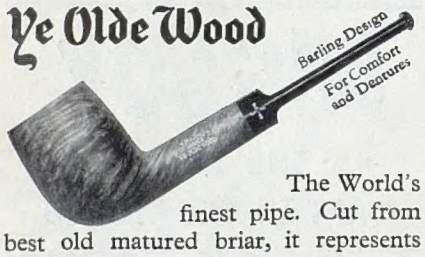

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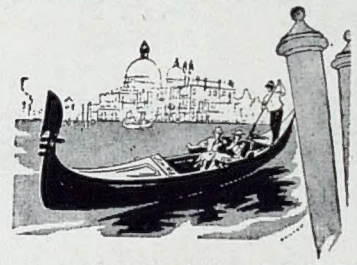

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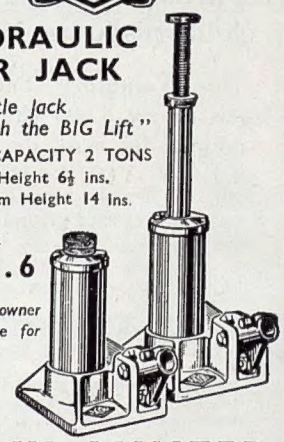

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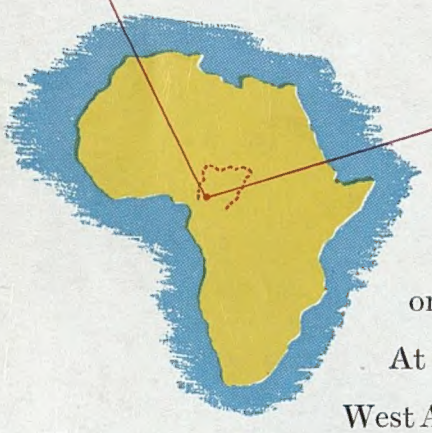

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